

G. P. LAMMERT.

AUCTIONEER, APPRAISER
AND SURVEYOR.
Public Auctions.

INTIMATIONS.

KOWLOON-CANTON RAILWAY.
(British Section).NOTICE IS HEREBY GIVEN that
commencing from this date and
until further notice the train at present
scheduled to leave Kowloon at 12:01
on SATURDAYS only, will run on
ordinary week days, returning from
SHEW CHUN at 5:01 p.m.

By Order,

H. P. WINSLOW,
Manager.

Kowloon, February 3, 1920.

REPULSE BAY HOTEL.

RACE WEEK.

DINNER DANCES will be held on
the following evenings—WEDNESDAY, 11th February.
THURSDAY, 12th February.
FRIDAY, 13th February.
SATURDAY, 14th February.Special Table D'Hotel Menu at
\$3.00 per head.Bookings can be made at the
Hongkong Hotel Main Office or
direct with Repulse Bay,
Telephone No. 581.

SUNDAY, 15th February.

ORCHESTRAL CONCERTS will be
held during Time and Afternoon
Tea.HONGKONG BOXING
ASSOCIATION.PRESIDENT—His Excellency Sir R. E.
Stubbs K.C.M.G., Governor.
CHAIRMAN—His Honour Sir William
Rees Davies, R.C., Chief Justice.

THIRD TOURNAMENT.

At "The Ring" Volunteer Head-
quarters, Parade Ground (adj. to
Lower Peak Tram Station). Specially
constructed Matched, capable of holding
2,000.SATURDAY, FEBRUARY 14th, 1920,
at 8.15 p.m.1—20 Round Contest for the Wel-
tchweight Championship of the
Colony, and the Mounted Police
Reserve Belt.
Between Sergt. "Sky" Kerrison,
R.N.Y.P. (Holder),
And Stoker Eddie Walters, H.M.S.
"Hawkins" (Challenger).2—15 Round Contest for the Middle-
weight Championship of the
Colony, and the "Hongkong
Daily Press" Belt.
Between Pte. J. H. Mason,
R.M.L.I. H.M.S. "Hawkins",
And C.E.R.A. Lee, H.M.S. "Am-
brosia".3—6 Round Contest for the Amateur
Lightweight Championship of
the Colony.
Between Young Mahoff, ex-Driver,
R.G.A. (Holder),
And Sergt. Ward R.N.Y.P.
(Challenger).4—6 Round Middleweight Contest.
Between P.R.A. Sergeant, H.M.S.
"Ambrosia",
And Captain Willoughby, H.M.S.
"Hawkins".5—6 Round Lightweight Contest.
Between Ships Cook North,
H.M.S. "Curlew",
And Corporal Cook, R.M.L.I.,
H.M.S. "Hawkins".6—8 Round Featherweight Contest.
Between Spanner Webb, H.M.S.
"Ambrosia",
And Sergeant Deconhart, H.M.S.
"Hawkins".Prizes—Reserved, \$1 (B-side raised
posts) and \$1 (Kingside Ground
level seats).Unreserved, \$1.
DOORS OPEN at 8.30 p.m.BOOKING at MOUTRIES as follows—
WEDNESDAY, FEBRUARY 11th.
Members (and their guests) of the
Hongkong Boxing Association
only.THURSDAY to SATURDAY, Feb.
12th to 14th, General Booking.

CASH BOOKING ONLY.

Referees—Messrs. H. J. Geddes,
(Official Referee), W. Logan,
Mordoch and Major Rapson, D.S.O.
G. M. TINSON, Hon. Secretary,
J. C. WILDIN, Manager."WALLA WALLA" boats are new
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Pier.

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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Rheumatism, No. 2 for Gout, No. 3 for
Sciatica, Neuritis, and other painful conditions.
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"CAPSTAN

NAVY CUT"

CIGARETTES.

Fresh Stocks of

MAGNUM SIZE

ARRIVED.

SOLD IN TINS OF 50

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

COST OF REINFORCED
CONCRETE ROADS.Some time ago the Corporation of
Chester served notice on the front-
agers under the Private Street
Works Act, that a certain road in
the district, known as Robert's Lane,
should be repaired and put in order,
the estimated cost of the work being
£1,500. The owners and frontagers
objected, however, to the work being
done at this cost. I then determined
to make a bold bid for reinforced
concrete road carriageways, and
submitted fresh estimates to my com-
mittee showing that I thought the
work could be done for £960. This
scheme was placed before
the owners and frontagers
and agreed to. The work
was carried out for the estimated
figure, and, although taking only
about 100 tons to 120 tons of traffic
per day, this road has given the most
complete satisfaction, and is as good
to-day as when it was laid. This
carriageway actually cost 5s. 1d. per
superficial yard, and the maintenance
has, during the past 62 years, cost
the corporation on an average, 1s. 2d.
per superficial yard per annum, this
being for tar-spraying the surface
and covering with chippings. After
this I tried one or two small areas in
side streets, with the same result.White Friars was the next car-
riageway treated, and here again the
work was successful, but it was for
light traffic only. The cost of this
work came to 6s. 3d. per superficial
yard.My Highways Committee have
been so satisfied with these works
that they are now allowing me to
lay a reinforced concrete car-
riageway right through the main
thoroughfare of the city, viz.,
Foregate-street and Eastgate-street.
This street takes all the
through traffic from Manchester,
Warrington and Liverpool to North
Wales, and I have roughly estimated
that there is not less than 1,500 tons
of traffic passing over this roadway
each day. Along the centre of these
streets is a double line of tramway
track, and this is being concreted in
at the same time. A portion of the
work has been completed and opened
for traffic, and up to now the results
have been all that I anticipated. Of
course, 33 m. this year is really
little to go by, but I have the greatest
faith in this work being a complete
success. Very careful observations
are being made of the work,
and in the event of its proving
a failure I shall be able, from
the statistics obtained, to find
the cause and so remedy
it in the future. I might add that
we received the sanction of the Local
Government Board to do this work,
and I am happy to say that the Road
Board have shown their interest in
the experiment by granting my coun-
cil the full estimated amount for
carrying it out, viz., £5,000. I esti-
mated for this work last January, at

DEARER TOBACCO.

It seems as though all Europe,
after being on short rations of
tobacco for several years, is attempt-
ing to make up for lost time. At
any rate, demands for American
leaf tobacco are going up by leaps
and bounds and prices are going
up as well. The outcome of this
international competition for supplies
will be an advance in prices in the
shops at home. One British
manufacturing firm has already noti-
fied its customers of an advance of
1s. 4d. per pound on certain of their
smoking mixtures. This advance is
due to excessive rises in the cost of
leaf, and in some measure is due
also to loss on the American
rate of exchange. The quantity of
leaf imported from America in the
first eight months of 1919 was
221,063,243 lbs. The rise of 1d.
per ounce on smoking mixtures will
be accompanied by a corresponding
advance in the cost of cigarettes.
Cigars also will be dearer. One can-
not now easily get an Havana cigar
for less than 1s. and it is quite prob-
able that the price of this cigar will
shortly be 1s. 2d. Nearly all the
Havana companies are controlled by
an American trust. The British cigar
making trade has recently been
brought under the Trade Boards Act
and has had to pay higher wages to
its employees as well as for the
coloured cigar bands and the cedar-
wood boxes. These things, the manu-
facturers say, justify them in raising
the prices of their goods, and in this
way the home-made cigar will soon
cost 6d.A cost of 11s. 3d. per superficial
yard, but up to now the cost has
been 12s. 9d. per superficial yard;
this is owing to the price of cement
going up 8s. per ton, granite 1s. per
ton, a slight increase in the cost of
labour, and also to a strike of the
men engaged on the work.If this scheme proves a success I
shall ask my committee to allow
immediately 8 miles of my roads,
which at the present time require re-
constructing, to be done in a similar
manner. It may be interesting here
to say that if the 8 miles of roads are
reconstructed with reinforced con-
crete I estimate the cost will be 13s.
per superficial yard, making a total
of £32,368. If the work were done
with granite setts paving on concrete
foundation I could not in Chester
estimate a lower cost than 25s.
per superficial yard, or a total of
£158,400, or, again, if it were done
with tar-macadam, including a
foundation, 17s. per superficial yard,
or a total cost of £107,712.From these figures it will be seen
that a reinforced concrete car-
riageway shows such a saving that if we
can only construct these roads on
right lines no other method will, in
my opinion, stand a chance.—W. M.
Jones in Engineering.PRUSSIAN ROYAL
ROMANCE.The Baroness Liebenberg, whose
death is recently reported, was the
central figure of a prolonged scandal
in the House of Hohenzollern. The
daughter of a Jewish official in the
Ministry of Education at Vienna, she
took to the stage, and for some years
was a familiar figure on the Berlin
boards. Here she made the acquain-
tance of Prince Joachim Albrecht of
Prussia, cousin of the Kaiser and son
of the Prince Albrecht who was at
that time Regent of Brunswick. The
Prince, who had artistic leanings and
some reputation as a composer, fell
deeply in love with her, and the result
was an intimacy which caused much
irritation and anxiety to the Imperial
and Royal family. In the hope of
curing the young man of his passion
the Kaiser sent him out to the troops
in German South-West Africa.This step, however, rather aggra-
vated, than ameliorated the situation.
Fraulein Sulzer, as she then was, took
advantage of her lover's absence to
contract a marriage of a very singular
kind. She found an impecunious
Baron Liebenberg employed in the
municipality of Vienna, who, for a
pecuniary consideration, agreed, by
going through the marriage ceremony
with her, to endow her with his
title, and immediately afterwards
to provide her with grounds for
a divorce. In this way she hoped
to obtain the social qualification for
a marriage with the Prince. There
was a hitch, however, for the sum
promised to the baron was not forth-
coming, and he refused to promote
the divorce suit until it was paid.
Meanwhile the Prince returned from
Africa and at once resumed his old
relations with his innamorata. The
Kaiser, finding that there were limits
to his dynastic authority, gave up the
attempt to subdue the passion of his
rebellious cousin, and turned him out
of the Prussian army "without the
right to wear uniform."Later the baroness succeeded in
getting a divorce, and the Prince,
having inherited five and a half million
marks from his grandfather, the Duke
Ernst of Saxe-Altenburg, and thus
become financially independent of the
Berlin Court, the lovers married and
settled down in obscurity in Salzka-
mergut.—Daily Telegraph.

BEWARE OF COLDS.

CHILDREN are much more likely to
contract the dangerous diseases
when they have colds. Whooping cough,
diphtheria, scarlet fever and consump-
tion are diseases that are often contracted
when the children have colds. That is why all
medical authorities say beware of colds.
For the quick cure of colds you will find
nothing better than Chamberlain's
Cough Remedy. It is always be-
lieved upon and is pleasant and safe
to take. For sale by all Chemists and
Storekeepers.

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Buy "ROOSTER BRAND" Macaroni, Vermicelli, Egg-Noodles,
Pasta Stars and other kinds of Soup Stuffs from us. All our Paste
Products, made in a new, well-ventilated and modern style Factory, are
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Obtainable from all our Agents everywhere.
Samples and Price List will be given free of charge on application to
our Head Office.THE HING WAH PASTE MFG.
CO., LD.HEAD OFFICE: 47 & 48, Connaught Road Central, Hongkong.
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HOTEL MANSIONS,

THE REPULSE BAY HOTEL,

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European Baths and Sanitary Fittings, Hot and Cold Water System
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J. WITCHELL, Manager.

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Recently renovated and refurnished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
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ICE HOUSE STREET.

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scrupulously clean. Moderate Terms. Monthly and Family Rates on
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Try our BREAD, made from the very best Flour
and guaranteed to be the purest Bread in the
Colony. DON'T FORGET and order early our own
made PUDDINGS and MINCE PIES.

Christening, Birthday & Wedding Cakes made to order.

Mrs. N. BABBAGE, Manageress.

BLUE
BIRD
ICE CREAM
PARLOUR
AND CONFECTIONERSCHOCOLATES
Faint Sweet Vanilla Chocolate 60 cts. lb.
Home-Made Assorted Chocolate 60 cts. lb.
Harrison's Nestle's and Borden's
Chocolate 60 cts. lb.
California "Stars" Chocolate 60 cts. lb.
American Chocolate 60 cts. lb.
Imperial Cocoa 60 cts. lb.
Fruit and
Chocolates 60 cts. lb.TANG YUE, DENTIST,
Successor to
the late SIEN YING,
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TERMS VERY MODERATE
Consultation Free.

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NEW SHIPMENT OF LOWNEY'S CELEBRATED AMERICAN CHOCOLATES

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SMART RAINCOATS
FOR LADIES
AND
OILSKIN COATS
WITH
SOFT WESTERS TO MATCH
FOR
BOYS AND GIRLS.

DEATHS.

CAMPBELL.—On January 28, at Shanghai, Kathleen Augusta, widow of the late Rodrick Campbell.
KING.—On January 28, at Shanghai, Charles Henry King, aged 65 years.
RICCI-REMEDIOS.—On January 28, at Shanghai, José Ricci-Remedios (formerly of Messrs. Jardine, Matheson & Co.'s Insurance Department), aged 34 years.

The China Mail.

TRADE, JUSTICE, PUBLIC SERVICE.

HONGKONG, FRIDAY, FEB. 6, 1920.

ROADS.

While the Government is laying out vast sums of our money on the making of splendid roads, and on alleged improvements to existing roads—building for eternity, to judge by the splendid solidity of the P.W.D.'s work—it is holding over until it is sure the money is forthcoming for them, some very necessary public enterprises. The question was asked us last night: "What is the China Mail's attitude toward all this road making?" A little questioning of our questioner elicited the fact that as usual something purely accidental had been misread or misconstrued as a proposition of permanent policy. The China Mail has never said a word against road making. We welcome all the roads we can get. We want to see good roads made for the purpose of opening up new residential areas. We have no fancy for sending our home builders away to islands like Cheungchau, where fog and typhoon may imprison them. There is no reason (beyond the iniquitous South Coast Development Scheme) why home-building should not already have begun extensively, now that cars are so common, public buses running, and good roads provided for them. No. Road-making is good policy, and we have never said a word against it. Joining the Hongkong Club is (we dare say) a good thing. We have nothing against any man joining it, so long as his children have boots, and he pays his other debts. If his wife and children are not properly provided for, and he owes other people money, the case is changed. It assumes quite another complexion. It may be very wrong for that man to join an expensive club. Just so the Hongkong Government should discharge its most pressing obligations first. Education (which it semi-starves), the housing problem (in which it is inactive)

and things like that should engage its energies and have first claim upon our money, before it squanders so much colonial revenue on rounding off corners so that our motorists can drive faster than ever. The so-called "dangerous" corners, as we have remarked before, were safer as they were. They introduced a thought of carefulness into the most reckless of our chauffeurs. But if that excellent and unanswerable argument be not accepted, we may still maintain that the rounding off of the corner at St. Paul's hotel, or the widening of the road at the entrance to the Public Gardens, (both frightfully expensive jobs) were luxuries that could have waited for their proper turn. It was some such remark as that, a remark we have no hesitation in repeating, that must have given our friend the impression, the quite unwarranted impression, that the China Mail is opposed to road making. Let us have all the roads we can get, by all means, when we can afford them. We cannot honestly afford them until we have paid our debts, until the Government's obligations to the community are fulfilled. Surely that is reasonable. Beyond Shaubuiwan, on the new road, are many sites for nice homes, and we hope that a sensible and fair system of allocating them to bona-fide home builders will be hit upon. There is really no need now, as things are, for going over to Kowloon, that sun-scorched desert, for home sites. With the roads we have, and the transport facilities improving, we can provide for all requirements of that kind on our own island, for some time to come; and that without building expensively on the crags of the Peak. Decidedly the China Mail believes in roads.

ADVERSARIA.

The hypocrisy of the TUCHUNS. European peoples must impress Asiatics very much. We have known them to speak of it, but we fancy they would say more were it not that they are so polite to foreigners they like. Consider China. Foreigners come to teach the Chinese all sorts of things. They claim to be able to teach them. They pretend to have greater knowledge and truer truths than the Chinese. One of their slogans is democratic government. Yet they supported (in the interest of their own bondholders) Yuan Shikai because he was a "strong man." We know now whether his strength tended, and just how democratic he was. Another European slogan is "no taxation without representation." We know now how naughty that slogan is considered to be in Shanghai, when repeated by Chinese. The Europeans preach against militarism. It has been the curse of Europe and they say it is bad

for China. Yet they have been supporting (goodness knows why) the TUCHUNS. A TUCHUN is any Chinese pandemonium who can amass sufficient money to rake together an army of cut-throats and bandits, who are afterwards allowed to prey on the country while their master accumulates their pay in his own coffers. The foreigners have helped these scoundrels with money and with arms, on the ground that they represent the de facto government of China. They had a different reason for supporting Admiral Kolchak in Russia, but that, though germane, is another story.

How forcible are "MY ROARINGS" right words; but are poured out? Do ye imagine to reprove words, which are as wind? Though I were perfect, yet would I not know my soul. No doubt but ye are the people, and wisdom shall die with you. The tabernacles of robbers prosper, and they that provoke God are secure. They grope in the dark without light. I also could speak as ye do: if your soul were in my soul's stead, I could heap up words against you, and shake mine head at you. He that hath clean hands shall be stronger and stronger. Behold, as wild ass in the desert, go they forth to their work. In the dark they dig through houses. What is the hope of the hypocrite? Men shall clip their hands at him, and shall hiss him out of his place. If I laughed on them they believed it not, whose fathers I would have disdained. Great men are not always wise; neither do the aged understand judgment. Let us know among ourselves what is good.

What man is like Job, who drinketh up scolding like water?

These overcast skies have a depressing effect on the spirits, and in some cases, immediately upon the health. Cultivate the will to cheerfulness. By a sort of auto-hypnosis, man can be anything. As the Tripitaka says, a man is what he thinks.

From the report of the KOWLOON annual meeting of the HOUSING Kowloon Land and Building Company, published in yesterday's China Mail, the Adversarian discovered that Knutsford Terrace belongs to that company. He was consequently amused to notice that as rents were only \$1600 higher than in the previous year, the improved earnings (permitting the best dividend since 1914) were "mainly due to a decrease in the repairs bill." Isn't Knutsford Terrace the place where the chair containing a guest suddenly sank through the floor? Isn't it the place that shakes when a child dances a pas de seal on the floor? Isn't it the place that Mr. Frost, chairman of the Raters' Association, said could be knocked down with a walking cane? If it is, we recommend a visit by the Building Inspector. Then perhaps there will be an increase in the repairs bill.

Our Governor probably has no adequate conception of the amount of good he has probably done by the mere mention of the possibility of the institution of a Fair Rents Tribunal. The landlords will not want that, and we prophesy considerably more reasonableness on their part as a result of the Governor's well-thought-out and prompt reply. It was better than leaving it over in the routine way.

The special article ECONOMIC appearing elsewhere on this subject dots the "i's" and crosses the "t's" of some notes in this column. The economic resources of our New Territory are being "sat upon" by licence. The prospecting rights are said to be monopolized by a member of the Executive Council, who is nominated as the chairman of the committee now "investigating." How long, O Lord, how long?

Appropos des bottes, as MISSIONARY he himself might say, ENTERPRISE the Rev. Fr. Robert leaves for Kwangsi this week. He takes an Australian analytical chemist along with him to assist in spreading the Gospel—the gospel of St. Paul, perhaps? A rich harvest awaiteth his work, although one can hardly refer to Kwangsi as a vineyard. It is more of a coal-yard.

"Push" is good in business, but in politics "pull" is best. By whose "pull" was our local Government induced to pass the Ordinance altering the law as to land transfer to suit "French and Belgian" corporations? What Belgian corporation operates here? We never heard of one. What French corporation owns most land here? We have heard of one. "It might be said that corporations which come here should comply with the law." It is said. But too late, too late. The Bill passed all its stages. By whose "pull"? You have one guess, and it is quite easy.

A pleasant example of AN AWFUL word can hypnotize WORD people into silliness is presented by an editorial note in the Shanghai Daily News. There the writer refers to the danger of Bolshevism spreading into China. He admits (what we maintained some time ago) that the Chinese temperament is not likely to absorb the

Fussian or "Red" variety. The "danger" is "a special brand for Chinese consumption," which involves the disappearance of unjust officials and exorbitant taxes. Such "danger" leaves us quite calm. We are prepared to suffer and endure that.

Mr. B. L. Frost apparently does not read the China Mail. He has his attention drawn to it. We cannot compel him to read it, and we don't particularly care whether he does or not; but it would do him good to study it regularly. There is a tone of restrained pomposity in the letter we publish from him to-day that suggests to the Adversarian, who is a psychologist, that if Mr. Frost does not take care he will have to buy a shoehorn to get his hat on. Until the Kowloon Raters' Association burst in glory from our cloudy political sky we were unaware of Mr. Frost's existence. Now that he is a public man, and in the public eye, we need no "authority" to use his name. It is a nice name, easy to spell and easy to remember. The only part of the quoted paragraph which we intended our readers to regard as emanating from Mr. Frost is the part he admits saying to our reporter, whom we sent to him, in his capacity as a tenant, for information. As a tenant, he naturally had nothing unkind to say of the Spanish Procurator. The statement we quoted was favourable to them. It did not occur to us that after the word "alone" we should have inserted "End of Frost," as they do in cablegrams. Perhaps we ought to have done so. As regards his explicit request to the reporter to suppress his name, there has been some misunderstanding. Why, when he had nothing but good to say of his landlords, should he desire to remain anonymous, and he a public man? However, in future we will do our best to be quite correct. Once Frost-bitten, twice shy.

OLD BILL AND ALF.

As many of the characters in Dickens are real people to us, people we think of as personal acquaintances, so in future shall we think of Old Bill, the creation of Bainesfather's facile pencil. This after seeing the British-made film at the Coronet Theatre last night, depicting the war in the Bainesfather way, and with the Bainesfather humour.

Hongkong is indebted to Mr. Montague Edwards for this picture. He saw it in London (before his serious illness) and was so pleased with it that he secured it for Hongkong, through the Publicity Bureau for South China—an offshoot of the Chamber of Commerce. It is a thoroughly British picture, all British types and British idiom, and as full of the typical humour of the new army as an egg is of meat. The pictures and the rubrics alike acted like fingers on triggers, explosions of laughter resulting. There is a story connecting the Bainesfather jokes, threading them together; but the frequent changes of scene from battlefield to home, and front to front, seem to have confused some witnesses, whose attention needs to be chained by continuity. The biggest thing in the picture is that one where Bill and Alf and Bert have had time to think, and one of them remarks "We shall miss this war when it is over."

Indeed, many of them must have missed it, must be missing it now. These pictures, better than any war film we have seen, show convincingly what a maelstrom it was, how it gathered up men as a whirlwind gathers up autumn leaves, and preoccupied them in such a dance macabre as never was before.

The faces are extraordinarily good. There is no attempt to flatter, or fiddle the groundlings by pretty-pretty faces are all there, realistic and as endearing to a true patriot as the idealized features of the poet who figures in this film. We have no doubt whatever that Bert or Alf, whichever it was, did join up, did get to the front, and did make love to all the Mademoiselles in that gallant way. We have no doubt that the cynical Alf or Bert, whichever it was, was there too, ever ready with his adroit common sense and expressive grimaces to restrain the exuberance of his pals. As for Old Bill, everybody knows he was there. Everybody who was there knows he was there, and claims to have known him or met him or seen him.

The photography is excellent. The up-to-date appliances of the Coronet Theatre present it most effectively. Who fails to see it misses undoubtedly the first and most faithfully representative war picture yet produced. We enjoyed it from beginning to end, and we had the sad sensation of parting from friends when the last foot flicked off and the show was over. This "ere aint no pleadin' puff, blimey. It's the strite tip. If yer aint seen it yet, good night, it won't art make yer sit up and take notice.

DON'T RISK PNEUMONIA.

Bird of every cold as quickly as possible. It is the forerunner of all pulmonary trouble, and pneumonia may develop in a few hours. Take Gambril's Cold-Remedy. It is a simple thing to do, but the effect is marvellous. For sale by all Chemists and Storekeepers.

LOCAL AND GENERAL.

To-day's dollar is worth 5s. 8½d.

All cargo ex S.S. "Doylestown" remaining undelivered after Feb. 7 will be subjected to rent.

To-day's return of communicable disease shows a case of plague and a case of cerebro-spinal fever.

Mr. C. W. Porter has won the Shanghai Billiard Championship for the fourth time. He made a nice 99 break.

Consignees of cargo ex S.S. "St. Andrew" are reminded that all goods remaining undelivered after Feb. 7 will be subject to rent.

The Raymond party which is touring around the world has been held up in Hongkong since January 24th when it arrived on the s.s. Colombia. Owing to general delays in shipping schedules, it has been very hard for its guide, Mr. Smith to find appropriate accommodations in Japan, Shanghai and Manila. Fortunately, the party was able to find rooms at the Hongkong Hotel in spite of its very congested condition. They are sailing on February 10 or 11 by the P. and O. steamer "Somali" (also late on schedule) for Singapore and Java. The Dutch colonies are beginning to become a fashionable tourist resort. The Aero Club which arrived from Manila at the same date is also sailing by the "Somali," with the exception of Sir Arthur and Lady Brown who departed yesterday for Melbourne.

In all the fashionable tea-houses in Paris, one hears elegant "flappers" uttering very serious sentences such as: "We shall never accept!" or "It is revolting!" so that you imagine the question is about the peace treaty or woman's suffrage—who knows? No, Madam; the question is only about the arbitrary laws of "Queen Fashion." It appears that the latter, womanly, therefore changeable, is getting tired of the loose waist line of the frock-coat, so much worn since the war. She has declared that in spring, the waist line will again be well pinched and tight at the waist, unless one chooses to wear in the evening the Reclamer utterly waistless gown. No wonder the independent women discuss a decree which will oblige them to don once more those "old fashioned stiff whalebone shields." It may be that in Hongkong King Summer proves stronger than even Mylady Fashion, and that sensible women insist on keeping to the very comfortable one piece dress, at least for shopping and morning wear.

HONGKONG DEFENCE CORPS.

Orders for Cadet Company by Lieut. A. O. Brown.

STRENGTH.

Cadet James Lloyd Howells joined on the 30th January and is posted to Section 4.
Bugler Logan is permitted to resign on leaving the Colony.

PARADES.

All Sections, Band and Instructors at Headquarters on Monday, 9th instant, at 5.15 p.m.
N. C. Os and Instructor at Headquarters on Thursday, 12th instant, at 5.15 p.m.

Captain, G. E. STEWART
Adjutant, H. K. Defence Corps
Hongkong, February 6, 1920.

NOTICE.

RETURN OF ARMS AND EQUIPMENT

All former members of the Corps who have not yet done so, are requested to return their Rifles, Ammunition and Equipment to Headquarters at once.

THE SUN COMPANY HAS NEW MANAGER.

WONG HANG LAM AN
ORIGINAL PROMOTER
OF THE COMPANY.

Wong Hang-Lam, for many years a merchant in Australia, but lately a Hongkong, has succeeded the late Choy Chi-Fai as the manager of The Sun Company on the Bund, Canton. Mr. Wong, a native of Kowloon District of this province, now more than 50 years of age, has been more than 20 years a merchant in Sydney with interests in other cities in that Commonwealth. He is one of the four original members of the chain of department stores in Hongkong, Canton, and Shanghai. He has interests in other large department stores also.

Speaking of Mr. Choy Chi-Fai the late manager who died here the other day, Mr. Wong said that Mr. Choy had been responsible for raising of a large part of the first \$400,000 capital of The Sun Company, which has now millions. In fact, the late Mr. Choy drafted the first copy of the prospectus and plan for The Sun Company many years ago.—Canton Times.

AERIAL DERBY.

THE COMMISSION, AT CANTON.

The Commission organizing the first Aerial Derby Around the World composed of Commodore Louis D. Beaumont, President, Major Charles J. Glidden, U.S.A., F.R.G.S., Executive Secretary and Mr. Benjamin Hillman, Treasurer arrived at Canton on Feb. 4, and immediately took up the work of organizing the Aerial Derby which was finished next day, thus completing the entire program for China.

While the Commission has been in China and Hongkong four Aero Clubs have been organized and protected. The parent Club at Peking known as the Aero Club of China, The Aero Club of Shanghai, The Aero Club of Canton and the Aero Club of Hongkong.

These clubs organized some sixteen years after the first Aero Club was organized in the United States, the Aero Club of New England which was followed by the organization of the Aero Club of America and the Aerial League of America, the Commission working under an appointment of the two latter clubs and rules of the Federation Aeronautique Internationale.

Aviation to date in this section of China has not advanced quite as fast as in other sections of the country but arrangements are now complete for the establishing of a school of instructions under the direction of Captain Tom Gunn an experienced aviator who is at the Head of the Air Service and his assistant Mr. Tom Wing.

Aeronautical enthusiasts are somewhat encouraged here from the fact that the Italian Government have already built four hangars on a very desirable landing field for the Rome-Tokyo flight which they have kindly offered for use by the contestants in the first Aerial Derby Around the World. Overland contestants in air-planes will fly from Shanghai to Hanoi via Canton these using flying boats would go via Hongkong.

Canton is 110 miles from Hongkong, densely populated with some two and a half million people but there are suitable landing fields approaching and leaving the city but a burying ground to be avoided twenty five miles long.

The Commission were most cordially received by the American Consul General, Hon. Leo Derholz a most efficient representative of the United States who had given much time in instructing prominent people and organizations based on the advanced aviation data sent him by the Commission, and who undoubtedly influenced the organization of the Aero Club of Canton before the Commission's arrival which started off with twenty five members, having for its President and Secretary prominent Chinese citizens of Canton.

The Consul General assigned his staff to the service of the Commission under the direction of Mr. Lam Ying Chee the official interpreter of the Consulate making use of the telephone in making appointments to meet the Military Governor, General Mo Yung Sing and Mr. Wu Ting Fang Minister of Foreign Affairs and former Minister to the United States for China.

The Governor-General immediately placed a motor car at the disposal of the Commission (There being only ten in Canton and those owned by the Government) which was dispatched to the American Consulate and the Commission with the official interpreter Mr. Lam Ying Chee were conveyed to the palace.

Arriving they were received by the Governor-General's Private Secretary, Mr. Siao Loan, ushered through several rooms and by soldiers standing at attention to the receiving chamber.

The usual Chinese setting was observed, a table in the centre of the room surrounded by chairs, the table laden with choice delicacies.

After a few moments delay His Excellency came into the room, his bodyguard remaining at the entrance door. The Commission were individually presented to the Governor-General and after all had seated themselves the object of the visitation and full details of the Derby were made known.

The Governor-General listened with intense interest as the plans of the Commission and general progress made in aviation were made known replying to each sentence spoken through the interpreter and asking questions, highly complimenting the Commission upon the work they were undertaking and expressing his opinion at great length as to the value aviation would be to China, not only locally but for international transportation. He deeply regretted South China had not advanced faster in the development of this wonderful science but said the attention of the administration had been diverted in other directions of national progress having in mind some extensive railroad construction in the near future and the completing of the work of building wide boulevards through the city of Canton and good roads in the country with a possibility of connecting with the road to Hongkong. The broad Boulevards already completed through Canton have made marvellous improvements in the movement of traffic through that city. It was his purpose now, the Governor General said, to give his attention more to the development of aviation and was exceedingly profuse in his thanks to the Commission for calling and presenting

EXPORTING SILVER COIN.

Mr. N. L. Smith had before him this morning three cases of attempting to export small silver coin.

The first man, who was arrested on the Canton wharf, was charged with attempting to export \$10 worth of subsidiary coins. He pleaded "not guilty", and said that he changed the money to pay coolies' wages. He went on the wharf to see a friend off for China.

Serjt. Shannon admitted that the defendant had no luggage, but said that once these men passed the searchers on the wharf, the Police have no means of discovering where the coins go to.

His Worship ordered the coins to be confiscated.

Another man who said that he was a room boy employed at the King Edward Hotel, was charged with attempting to export \$12.40, said that he changed the money for his own use. He went to the Canton wharf to see a friend, to whom he intended entrusting his son, to learn the theatrical profession.

His Worship: Were you going to entrust your money to your friend too?—No.

In this case it was also admitted that the defendant had no luggage. As in the other case, the money was ordered to be confiscated.

A third man who was arrested on the Wing Lok (Macao Wharf) was charged with attempting to export \$29 worth of local silver ten-cent pieces. He said he was a grass cutter in the country, and came here on a visit. He was returning to the country when he was arrested. He did not know it was unlawful to export silver coins.

The Police said that it was quite possible that the defendant did not know local regulations. He looked like a man from the country. His Worship remarked that probably the money represented the savings of several people in the country.

A fine of \$10 was imposed, and the defendant was ordered to change the silver into bank notes.

ing him with the vast amount of data they had collected and plans of the great Derby. If possible South China will be represented and it is only a question of allowing us sufficient time to train a corps of aviators and to secure proper aircraft. After partaking of the Governor-General's hospitality the Commission withdrew escorted to the outer door by the Governor-General who handed each member of the Commission his personal card.

The Governor-General is considered one of the most influential men in South China and his recommendations in behalf of aviation will receive prompt consideration hence it may be expected that in the near future all China will have a complete aeronautical service.

The Minister of Foreign Affairs and former Minister to the United States from China, Mr. Wu Ting Fang, received the Commission at his home in the chamber where meet the Board of Government of eight Provinces in South China and where is discussed the perplexing questions arising between the two sections of the Country. North China has ten Provinces but a much smaller population. The Minister, as is well known in the United States, is a vegetarian and carries his 73 years as well as one of fifty and hopes to attain the age of 150 and there are no indications his wishes will not be fulfilled. Mr. Wu Ting Fang was keen and well posted on all international question not excluding aviation, and after receiving the Commission and serving tea opened the discussion on the work in organizing the Derby. First he wished to be booked for a flight to Washington to meet again many of his friends in the diplomatic corps. His aeronautical optimism exceeded that of the Commission and he required no bolstering on the part of the Commission being content with the facts of progress in aviation unfolded by them. "South China shall be represented in the contest," said the Minister, "keep us advised as to the conditions and what is required of us and we will act promptly." Mr. Wu Ting Fang was an interesting and instructive entertainer on Chinese prosperity and progress.

Captain Tom Gunn head of the Air Service of South China was absent in Hongkong but had previously been interviewed by members of the Commission.

In his absence the Commission discussed matters with his assistant Mr. Tom Wing, from whom it was learned that the contemplated plans in the interest of aviation were well under way and would be carried into effect.

The Commission left Canton at 5.30 in the afternoon by rail arriving in Hongkong at 7.30 p.m.

Advices reach the Commission from Siam that His Majesty the King is a strong supporter of matters aeronautical. Bangkok the capital is on the Rome-Tokyo and around the world route.

Yunnan a Chinese Province adjoining Indo China and under control of France has through General Tang Chi-Yao of Yunnan, engaged a Chinese aviator to organize a school of aviation at Yunnanfu Yunnan for the purpose of training aviators for the Yunnan Army.

HONGKONG, FRIDAY, FEBRUARY 6, 1920.

THE ELLIS KADOORIE SCHOOL.

has lost a valued friend by the death of the late Mr. Chan Kai Ming, who was intimately connected with the school from its foundation.

Class 6A.—(F.S. to Class 5), Ma
Wai Kui; 2nd, Wong Mau Eu.

I.R.C. v. ST. JOSEPH'S (R).

VISITORS AT THE HOTELS

HONGKONG HOTEL.

February 6

Mr D. Abraham	Mr W. G. Joseph
Mr and Mrs E. G. McRae	Mr W. R. Kewley
Anderson	Mrs. Klu bin
Mr C. W. Anderson	Mr and Mrs C.
Mr and Mrs P. H. Janison	
Atkin on	Mrs M. Law on
Mr J. Barr	Mrs. Loria
Mr J. de Beant	Mr and Mrs Tonscha's
Commodore L. R.	Dr and children
Baumont	Mr and Mrs. W. D.
Mrs E. R. Bellillo	Thomas
Mr and Mrs C. H. De	W. Mackean
Fenson	M. E. W. Vane
Mr R. S. Bisney	Dr O. Marriott
Mr E. R. Boericko	Mr C. W. Martey
Mrs V. M. Bond	Mr and Mrs J. Martin
Mr Geo. Bowack	Mr H. E. Maslin
Mr and Mrs J. M. Braly	Mrs L. E. Mellinscy
Mrs E. M. Brenner	Mr and Mrs T. R. E.
Mrs A. S. Brenner	McInnes
Mr H. J. Brett	Mr H. McKnickers-
Mrs L. Brodhead	bocker
Mrs E. B. Broome	Mr and Mr F. Mooney
Mr S. J. Burns	Mr and Mrs M. Gray
Mr A. E. Burns	Mr and Mrs W. P.
Mrs L. H. Barr	Nelson
Miss A. Y. Barr	Mr A. A. Nelson
Miss A. and	Mr W. T. Nottling
Canden	Mr Nottling
Capt H. J. Carter	Mr A. J. Patterson
Mr B. B. Plunkett	Mr S. C. Perry
Coke	Mr A. Pignin
Mr F. W. Cox	Mr L. E. Powrie
Mr J. W. Crossland	Mr E. H. Ray
Mr N. Croucher	Mr F. E. Rhodes
Mr H. M. Dean	Mr S. C. Park
Mr P. A. Dwyer	Mr L. C. Parker
Mr C. G. Dodge	Rees
Mr W. A. Dossley	Mr A. G. Rendall
Mr and Mrs H. M.	Mr R. Roden ser
Epst in	Mr C. W. Smith
Mr G. Enlgand	Mrs A. W. Spiers
Mr A. V. Evans	Mr H. Stephens
Capt. S. P. Ferguson	Mr G. H. Stewart
Mr R. J. Fitzgerald	Mr W. Swann
Mr and Mrs A. M.	Mrs E. M. Taylor
France	Mr and Mrs T. Taylor and
Mr H. R. Franz	children
Mr W. B. Fraser	Mr and Mrs C. P.
Mr J. S. Gardiner	Templeton
Capt. and Mrs Garland	Capt. B. J. Thomson
Mr and Mrs M. J. Mc	Mr W. T. Tinsley
Haile	Mr and Mrs F. Walker
Capt. T. P. Hall	Mr and Mrs T. D
Mr J. E. Hall	Watersmy
Mrs A. Baxter Hal	Mrs Whitmarsh and
lett	lady
Mr G. Harper	Sir Arthur and Lady
Capt. A. Harvis	Whit in Brown
Mr A. J. Hayin	Mr and Mrs J. H.
Mrs M. F. Holcomb	Williams
Mr F. Holroyd	Mr S. T. Williamson
Mrs E. C. Howe	McG. N. Williams
Capt. and Mrs R.	Mrs C. Woods
Innes	Miss Alice Woods
Mr R. R. Japen	Mrs Davis Woods
Miss T. R. Japen	Mr and Mrs E. H.
Miss E. B. Jones	Wright
Mr E. M. Joseph	

Ma 1st. Ng Ping Kwong; 2nd, Ch
Man Tgk.

PRIZE LIST.

ship, Kam Wa' Kui; Ho Kam Tong
Scholarship, Chau Shiu' Ki; 1st, Ho
Ka Ming.

ENGLISH CLASSES.

Class 5B.—(F.S. to Class 4), M.
Chiu Kui; 2nd, Lam Shit Kun.

ART PRIZES.

1st, Ng Ping Kwong; 2nd, Chung Man Tgk.

COMPANY MEETING.

HONGKONG AND KOWLOON
WHARF AND GODOWN
COMPANY.

The annual general meeting of this Company was held to-day in the offices of Messrs. Jardine, Matheson & Co., the Hon. Mr. John Johnsons presiding. The others present were Sir Paul Chater, the Hon. Mr. S. H. Dodwell, the Hon. Mr. E. V. D. Parr, Messrs. C. S. Gubbay, A. H. Compton, J. W. C. Bonnar and D. K. Moss, (Directors) G. P. Lammert, G. C. Moxon, Ho Leung, L. S. Greenhill, T. Petrie, E. Abraham, F. Smyth, R. Hancock, A. W. Heron, F. H. Kew, P. Tester and Chau Yat Fung (shareholders) and W. S. Brown (Secretary).

The Chairman said:—Gentlemen, I propose, with your concurrence to follow the customary procedure and take the Report and Accounts as read.

The net profit for the year shows a satisfactory increase on its predecessor, the main feature of the year's working being increased revenue from storage. There was a falling off in our earnings from lighterwork due to the fact that a large quantity of transshipment cargo which was diverted through this port during the War is now apparently reverting to former routes.

Early in the year you passed a Special Resolution increasing the Capital of the Company to \$4,000,000.00 representing 80,000 shares on which we are paying dividends this year, against 60,000 shares last year; this will explain why, although the total amount recommended to be distributed to Shareholders is the same as last year, the bonus per share is reduced from \$4.00 to \$1.50.

Your directors are taking advantage of the satisfactory result of the year's working to write down the value of wharves, lighters and launches as the deterioration of these perishable assets increases with their age and more especially is this so with our lighters, a large number of which, it will be necessary to replace during the next few years. I feel sure our policy in this direction will meet with your approval.

To safeguard as far as possible from fire the very large quantity of important current documents and records necessary to a business like ours, and to cope with the requirements of an increased staff, we intend demolishing the present office at Kowloon and building on the same site, a large and more modern office with reinforced pillars and floors. To this end, it is advisable to reduce the book value of the present building and we propose to set aside out of this year's profits, the sum of \$25,000.00 for the depreciation of Buildings.

It is our intention as soon as we can obtain the materials from Europe, to lengthen our No. 1 wharf, this being necessary in view of the increasing number of larger steamers which we anticipate will be operating in these waters and which we hope will utilise our wharves, offering as the latter do, increasing facilities for cargo and passengers.

Whilst on this subject, it might not be out of place to suggest to the committee which has recently been formed to consider the economic resources of the Colony, that the general question of the development of our harbour deserves immediate and careful attention. It is more than probable that as time goes on, vessels of greater length and deeper draft will replace the present day ship, and if Hongkong is to retain her pride of place as one of the greatest shipping ports in the world, it is most necessary that steps should be taken forthwith to so improve our harbour,—the only really valuable asset possessed by this Colony, as will enable the largest of merchant and passenger-vessels to navigate with safety therein. Necessity for improvement in this respect is already being felt, and as the time is not far distant when we may reasonably expect a very large increase in the shipments of China produce from this part of the world by reason of the opening of the Canton Hankow Line, it is essential that we should be in better position than Hankow or possibly Shanghai, to handle and load cargo on a large scale.

As usual, I have to report that owing to effects of bad weather during the year, our lighters suffered considerable damage, our bill for repairs in this connection amounting to over \$7,000.

My attention has been directed to an anonymous letter in this morning's issue of the *Daily Press* criticising the recommendations of the Directors about which you are shortly going to record your votes.

I am personally disinclined to take any notice at all of anonymous letters but I think it opportune to say this. If "Interested" is a Shareholder and therefore entitled to put questions the obvious course open to him is to avail himself of the opportunity which will be accorded to all Shareholders as soon as the Resolution I am now proposing has been seconded of asking for further information about the Report and Accounts, and if the questions are proper ones I will answer them to the best of my ability. But it is difficult to resist the conclusion that the cloak of anonymity usually conceals the

OBITUARY.

MRS. HARRY HAYNES.

The death is recorded with great regret of Mrs. H. Haynes, the late matron of the King Edward Hotel. The deceased lady passed away this afternoon at 2 o'clock at the French Hospital. The funeral passes the Monument at 5 p.m. to-morrow.

Another of the usual weekly concerts was successfully held at the Seamen's Institute last night when a large crowd of service men enjoyed a bumper programme provided by the men of H.M.S. "Ambrose" and the submarines. The Submarine Light Orchestra was in attendance and rendered fine music. Every turn in the programme, which was of a varied character, was well received by the audience and encores were numerous. A humorous sketch entitled "The New Tribunal," was the chief attraction and well enjoyed. Altogether, a very enjoyable evening was spent and everybody went away pleased.

DEPARTURES.

The s.s. TENSIN MARU, (Capt. Hideshima) sailed for Bombay via Singapore at 8 a.m. to-day with 400 tons of general cargo.

The s.s. GREGORY APCAR, (Capt. Ellis) sailed for Calcutta via Singapore at 1 a.m. to-day with 1,450 tons of general cargo.

The s.s. LOONGSANG, (Capt. Simpson) sailed for Manila at 3 p.m. to-day with 900 tons of general cargo.

The s.s. QUINNEBAUG, (Capt. Medina) sailed for Foochow via Swatow at 1 p.m. to-day with 800 tons of general cargo.

ARRIVALS.

February 6.

The s.s. SHINYO MARU, Jap., 3,617 tons, from Bombay Capt. Matsumoto, N.Y.K. Wharf.

The s.s. TAKSANG, Brit., 977 tons, from Haiphong Capt. Picknell, J.M. & Co., Ltd.

The s.s. ARGONAUTA, Brit., 3,161 tons, from Shanghai Capt. Pearson, A. P. Co., K. Bay.

The s.s. SHISEN MARU, Jap., 1,292 tons, from Singapore Capt. Matsuzaki, O.S.K. Wharf.

The s.s. MITSUKI MARU, Jap., 2,282 tons, from Moji Capt. Iwazawa, O.S.K. Wharf.

CLEARANCES.

February 6.

The s.s. BANYEU MARU, (Jap.), cleared to-day will sail for Chin Wan Ta at 7 a.m. to-morrow.

The s.s. SHINYO MARU, (Jap.), cleared to-day and will sail for Kobe via Shanghai at 10 a.m. to-morrow.

The s.s. SUI YIK, (Chi.), cleared to-day and will sail for Shanmi at 6 a.m. to-morrow.

DEPARTURES.

The s.s. HAIMUN, (Chinese) C. pt. Page, Agents Poshun S.S. Co., left for Haiphong via Hainan to-day.

The s.s. QUINNEBAUG, (American) (Capt. Medina, Agents Douglas Lippin & Co., left for Foochow via Swatow to-day.

The s.s. LOONGSANG, (British) (Capt. Simpson, Agent: Jardine, Matheson & Co., left for Manila to-day.

The s.s. GREGORY APCAR, (Brit.) (Capt. Ellis Agents Mc. Mc. & Co., left for Calcutta via Singapore to-day.

critic disappointed of personal gain and I confess I find it difficult to trace in the matter of this letter a capacity to see further than the length of an ordinary nose. It may be sometimes forgotten that Companies such as the Wharf Company look to outlive the individual by many years and it is with future necessities in view that the Directors are actuated in their proposals to-day and not in the desire to "play a game."

I do not think there is anything more that calls for comment, and I now beg to propose the adoption of the Report and Accounts. After the motion has been seconded, I will be pleased to answer any questions Shareholders may wish to put.

Mr. Moxon:—After the full and interesting speech of the Chairman, there is nothing necessary or useful for me to add. The shareholders are to be congratulated on the excellent figures. I have great pleasure in seconding the Chairman's motion. The motion was carried unanimously.

Messrs. D. K. Moss and J. W. C. Bonnar were confirmed on the Directorate, on the proposition of Mr. Lammert seconded by Mr. R. Hancock.

Messrs. C. S. Gubbay and A. David were re-elected Directors on the proposition of Mr. Ho Leung seconded by Mr. F. Smyth.

Messrs. F. Maitland and H. Percy Smith, F.C.A., were re-elected auditors, with a remuneration of \$500 each, on the proposition of Mr. Greenhill seconded by Mr. Petrie. There being no further business, the meeting terminated.

WEATHER REPORT.

February 6d. 12h. 11m.—No returns from Vladivostok, Japan, or the Marianas. Pressure has increased considerably at Shanghai, moderately at Foochow and slightly over Formosa. It has decreased slightly from Hongkong to Haiphong.

A depression is still shown over S.W. China.

The monsoon will set in again along the south-east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 0.17 inches. Against an average of 1.81 inches.

Forecast for the 24 hours ending at noon on January 7th, 1920.

1.—Hongkong to Gap Rock. S.E. to N.E. winds, moderate to fresh; some drizzling rain or mit, colder.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamock. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY,
HONGKONG, DAILY WEATHER
REPORT.

FEBRUARY 6, 1920.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	8 a.	—	—	—	—	—	—
Nomuro	5 a.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Kochi	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishijima	—	—	—	—	—	—	—
Bonin Island	—	—	—	—	—	—	—
Weihaiwei	8 a.	—	—	—	—	—	—
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	30.13	29.80	88	SE	2	to
Gutzlaff	—	30.19	28.100	88	SE	4	o
Sharp Pk.	7 a.	30.00	73.95	88	SE	4	r
Amoy	8 a.	—	—	—	—	—	—
Swatow	—	—	—	—	—	—	—
Taihu	5 a.	29.98	21.87	87	W	4	o
Taihu	—	29.94	70	—	SE	2	o
Tainan	—	29.95	70	—	SE	2	o
Koshun	—	29.92	72	—	SE	4	o
Pescadores	—	29.92	70	—	SE	2	b
Canton	8 a.	—	—	—	—	—	—
Hongkong	—	29.86	71.85	88	SW	2	od
Gap Rock	—	29.85	—	—	SW	2	o
Macao	—	29.84	69.98	88	SE	4	of
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Phu Lien	7 a.	29.85	66.100	82	SE	1	rf
Tourane	—	29.84	77	—	SE	2	b
C. St. James	—	29.83	73	—	SE	2	o
Apurri	8 a.	—	—	—	—	—	—
Dagupan	—	29.89	70.84	82	SE	2	b
Manila	—	29.93	64.90	88	SE	1	b
Legaspi	—	29.97	77.85	88	SE	2	b
Iloilo	—	29.88	75.82	88	SE	2	b
Surigao	—	29.85	75.96	88	SE	1	o
Guam	4.20	—	—	—	—	—	—
Labuan	8 a.	—	—	—	—	—	—

T. F. CLAXTON, Director.

Hongkong Observatory, Feb. 6, 1920

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q equal, r rain, s snow, t thunder, v visibility, w dew, wet.

7. RAIN in inches tenths and hundredths.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1913-8.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet inches below mean sea-level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard, add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

February 7 to 13, 1920.

Day.	Hour.	High Water		Low Water	
		Time.	Height.	Time.	Height.
5.1.	7	h m	feet	h m	feet
5.2.	8	11 49	8.5	5 23	1.3
5.3.	9	11 49	8.5	5 23	1.3
5.4.	10	11 49	8.5	5 23	1.3
5.5.	11	11 49	8.5	5 23	1.3
5.6.	12	11 49	8.5	5 23	1.3
5.7.	13	11 49	8.5	5 23	1.3
5.8.	14	11 49	8.5	5 23	1.3
5.9.	15	11 49	8.5	5 23	1.3
5.10.	16	11 49	8.5	5 23	1.3
5.11.	17	11 49	8.5	5 23	1.3
5.12.	18	11 49	8.5	5 23	1.3
5.13.	19	11 49	8.5	5 23	1.3
5.14.	20	11 49	8.5	5 23	1.3
5.15.	21	11 49	8.5	5 23	1.3
5.16.	22	11 49	8.5	5 23	1.3
5.17.	23	11 49	8.5	5 23	1.3
5.18.	24	11 49	8.5	5 23	1.3
5.19.	25	11 49	8.5	5 23	1.3
5.20.	26	11 49	8.5	5 23	1.3
5.21.	27	11 49	8.5	5 23	1.3
5.22.	28	11 49	8.5	5 23	1.3
5.23.	29	11 49	8.5	5 23	1.3
5.24.	30	11 49	8.5	5 23	1.3

CENSURE.

SERRARIA.

[To the Editor of the China Mail.]

My attention has been drawn to your advertisement of last Thursday's issue which states—

(The other, foreign society to which attention is called is the Procurement. One of their (Mr. Frost) informed a Mail reporter that they are landowners, who let their old mans more or less alone. It is they leased much property Chinese who sub-let and took their profits from increased rents. The corporation took back its property, but has again raised the rents. They own a lot of undeveloped land on the Kowloon side, which they are supposed to be holding for a rise, as it includes desirable sites. This is being enquired into. Etc., etc.)

In the first place, Mr. Editor, I should be glad to know who gave the authority for my name to be used as you have done, as I explicitly stated to your reporter that I did not wish my name to be used. Secondly, the only part of the above statement which I made is the sentence with regard to old tenants. The statements regarding sub-letting by the Chinese, and the Procurement again raising rents, was never made by me and there are two gentlemen who were present at the conversation with your reporter who can prove this.

I trust, Sir, that in the future you will not use my name in the way that you have done this time without first getting my permission, and also that you will make sure that what you publish is the correct version.—Yours faithfully,

B. L. FROST.

Hongkong, Feb. 5, 1920.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. LTD.

[This letter came too late for yesterday's Mail.]

(To the Editor of the "China Mail.")

Sir,—In a letter to the Press in March 1914, I wrote inter alia—

"It seems pertinent to enquire for what special purpose these large reserves are being built up? Will they be unexpectedly distributed among shareholders at an opportune moment, as was done with those of the Star Ferry Co., the Directors of which latter Company were all on the Board of the Godown Co?"

That was in 1914—the distribution of "Cumshaw shares" took place in 1919 and a dividend of \$10 per share was paid in addition. The net profit for 1919 (out of which the dividend of \$10 was paid) was \$880,985.76 plus a carry-forward from 1917 of \$275,163.20. After allowing for writing off and above dividend the amount carried forward to 1919 Account was \$40,523.96.

According to the Balance Sheet date Jan. 23 last, the net profit for 1919 was \$880,985.76 plus carry over from 1918 \$40,523.96

Total for 1919 \$939,703.23

Out of this the Directors "recommended"

A Dividend of \$6 per share = \$480,000 and a Bonus of \$1.50 per share = \$120,000 \$600,000.00 Writing off (about \$37,000 more than the previous year) 152,797.00 And carry forward (about \$146,380 more than previous year) 156,906.23

939,703.23

Thus it will be seen that, while the net earnings for 1919 are \$29,071.76 in excess of those for 1918, the Directors "recommended" a distribution to shareholders of \$7.50 per share, or \$1.50 less than for 1918, but propose writing off and carrying forward some \$183,380 more than in 1918.

A little light on some of those Assets which it is proposed to write down will be illuminating:—

Kowloon. Value p. Bal. After writing off.

1. Buildings \$2,700,000	\$2,150,000
2. Wharves 564,077	564,000
3. Railways 30,000	30,000
4. Launches 30,000	27,000
5. Lighters 57,000	30,000
6. Machinery & Plant 34,720	20,000
7. Wharf 3,000	1,000

1. Buildings.—In view of the present cost of building materials it would be impossible to replace the present buildings at double their book value and the new godown recently completed at a cost of over \$500,000 surely requires no writing down.

2. Wharves.—After the Typhoon of 1906 Nos. 1, 2 and 3 wharves were practically rebuilt and the new wharf (No. 5) which is reported to have cost somewhere around \$175,000, could not now be built for less than twice that sum. Instead of writing off \$64,077, therefore, the wharves could stand "writing up."

3. Railway and Rolling Stock will stand at \$20,000 after writing off \$12,000 and anyone with the slightest

CHURCH MISSIONARY ASSOCIATION.

A very well attended "Drawing Room" meeting was held at the Helena May Institute on the 5th inst. on the kind invitation of Mrs. Moorhead. The Bishop of Victoria, Hongkong, presided, and in a brief opening speech thanked Mrs. Moorhead for organising the meeting on behalf of the C.M.A. which is rendering such valuable assistance to the work of Church Extension in this large Diocese. He took the opportunity of cordially thanking all contributors to the splendid special Church collection of \$4,750 on Jan. 11 that had met the loss on Exchange up to the end of 1919 in some of the most urgent cases. The Committee had divided the money as follows:—Tsing Tsing Pastorate \$600 (earmarked), Reprinting Prayer Books \$600, To assist 10 per cent. Reduction on Catechism and Bible Women's Salaries \$800, Chinese Deacon \$840, Pakhoi \$300, Nanning and Lingshan \$400, Yunnan \$300, Shikhi Church Building \$250, St. Andrew's Hall, Canton, \$400, Tsai Tsuen (earmarked) \$100. The Bishop stated that the equipment of the Chapel in the new St. Andrew's Hall of the Training College was badly needing about \$200, but that was waiting in the hope that some one would like to give a special, possibly a memorial Reredos. The two appointed speakers were Miss Knap, the Lady Superintendent of the Blind Girls' Orphanage, Kowloon, and Archdeacon Barnitt. The former, who is herself blind, gave a most interesting account of the capabilities and accomplishments of the blind. For many years this work was done by German ladies but when it was no longer possible for them to continue the work the Church Missionary Society took it over as well as the Pokfulam Ebenezer Founding Home.

Miss Knap explained that the girls learn to read and write and they have a considerable industry in knitting and brush making. They also sing very sweetly. Many of them go back to their homes to be valuable helpers and true missionaries. Archdeacon Barnitt gave a most interesting address in which he explained the tremendous possibilities and the enormous growth of the work at Canton and other places in South China at the very time when the C.M.S. by reason of high dollar is so crippled for funds.

After the addresses those present partook of tea and inspected the work done by the blind girls.

ROYAL HONGKONG GOLF CLUB.

LADIES SECTION.

A Bogey competition will be played over the big course at Fanling on Thursday, 19th February, for a cup kindly presented by Mrs. John W. Taylor. Ladies to choose their own opponents. Three quarters of handicaps.

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ROYAL HONGKONG GOLF CLUB.

WHAT HAS HAPPENED AT MANILA?

RUMOUR OF FATAL FIRE.

The equanimity of the Colony was much disturbed this morning as soon as people began to arrive in town, by rumours that a terrible fire had occurred at the Manila Carnival, involving great loss of life. The early reports were to the effect that the whole of the Carnival buildings had been destroyed but nothing to indicate the cause of the outbreak or the actual details was received.

The first intimation that anything untoward had happened was disclosed to one or two private families who received telegrams stating that relations and friends were safe and the frequency with which these messages were later received tended to strengthen the rumour that considerable loss of life had resulted. It is significant that none of these telegrams contained details and the belief was expressed, in more than one quarter, that a strict censorship was being observed, for the time being, no doubt, with the object of keeping the lines as clear as possible to enable bare news of safety of individuals to get through. Such telegrams continued to arrive throughout the morning. A large number of residents had left the Colony, during the past two weeks, for the purpose of attending the Carnival but, so far, it has been impossible to compile a reliable list of names.

A gentleman who had recently visited Manila and is acquainted with the disposition and character of the Carnival buildings, expressed the belief that had any loss of life occurred, it must have been due to panic rather than fire. Rumour to-day speaks of "thousands of deaths," but absolutely no basis for this can be found.

THE MARATHON RACE.

Lady Rees-Davies has kindly consented to present the prizes to the successful runners. This will take place at the foot of the Queen Victoria Statue, twenty minutes after the conclusion of the Race.

The following officials have been appointed by the Race Sub-Committee:—

Judge: Mr. H. J. Gedge.

Assistant Judges: The Hon. Mr. N. J. Stabb, Messrs. Jenkin, Logan, Murdoch, one Naval and one Military Officer.

Chief Umpire: Chief Preventative Officer Wildin.

Starter: Major Rapson, D.S.O.

BOXING.

In all future Contests and Competitions, the maximum number of Seconds allowed will be:—Championship Contests, 3; other Contests or Competitions, 2.

Mr. J. Scott Harston has presented a Championship Belt for the Light-Heavyweight Class.

On Friday, February 13th, at 8.0 p.m., the 2nd. Wiltshire Regimental Novices Competitions will be fought out at "The Ring," Volunteer Headquarters Parade Ground. Colonel Wyndham and Officers of the Regiment welcome all members of the Boxing Association to the Meeting.

The following are the Championship Belt Rules which have been settled by the Boxing Committee.

1. Every Challenge to a Championship Belt Holder shall be sent to the Manager or to the Honorary Secretary of the Association and shall be accompanied by a Deposit of \$10 Mex.

2. The minimum Stakes per side in a Championship Belt Contest shall be:—Heavyweight.....\$25 Flyweight.....10 Other weights.....15

3. No Purse shall be given by the Association unless the Challenge is approved by the Boxing Committee.

4. The Holder of any Belt shall defend his title after the receipt of a Challenge and within such time as shall be fixed by the Boxing Committee. Provided that no Holder shall be compelled to defend his title more than twice in any one season, i.e., October 1st to March 31st.

5. A Belt shall become the absolute property of the Holder if—

(a) He holds it for an unbroken period of 2 years;

or

(b) He wins it twice in succession or three times in all.

6. All Belts, until they become the absolute property of their Holders under Rule 5, shall be the property of the Association, and shall not be handed to any Holder except upon his recognition of the right of the Association thereto.

7. No Champion shall be permitted to "hold" a Belt except upon the condition that, if he leaves the Colony, whether temporarily or permanently, he will previously return the Belt to the Manager or to the Honorary Secretary.

A FORTY YEARS' TEST.

CHAMBERLAIN'S Cough-Remedy has been curing coughs and colds for the past forty years and has gained in popularity every year. What better recommendation is required? For sale by all Chemists and Storekeepers.

What is the "little game"? Yours faithfully, INTERESTED.

Hongkong, Feb. 2, 1920.

DISHONEST "BOY".

A Chinese, a house boy employed by Mr. Stokes of No. 22A Nathan Road, Kowloon, was charged this morning with stealing a gold wristlet watch and five \$1 notes, the property of Mr. Stokes; and trousers, coat and waist coat, and a gold ring, the property of Mr. Stokes' cook.

The defendant pleaded "guilty" to the theft of the watch, money and trousers, but denied that he took the coat and waist coat, or that he knew anything about the gold ring, which was alleged to have been kept in the pocket of the missing coat.

Sergeant Anis said that it was quite possible that the defendant did not know anything about the ring. The sergeant said that the defendant left the house at 10 or 11 a.m., on the 4th inst., and did not return. Mr. Stokes discovered the loss of his watch and money at about 2 p.m., and reported the matter to the Police, communicating to them his suspicion of the defendant. The defendant was arrested in a brothel at 11 p.m. He was wearing the missing waistcoat at the time of his arrest. All the stolen property has been recovered from various pawnshops, and the ring was discovered in the pocket of the coat. It was quite possible that the defendant did not notice the ring.

Mr. Stokes said that the defendant had been in his employ for about four months, and he had borne a good character until now.

His Worship passed sentence of one month's hard labour.

CHINESE TELEGRAMS.

(By arrangement with Wah Tsz Yat Po.)

SHANGHAI, Feb. 5.

The President ordered Yeung Yee Tak, the notoriously pro-Japanese supt. of police at Tientsin, to go to Peking. He refused to go.

A tuchuns' conference at Fungtien considered Shantung, internal peace, army demobilization, the cabinet, the On Fook Club, and other topics.

Mr. Wong Hung Tien leaves Foochow for Peking on Feb. 7. He has been investigating the recent Japanese outrage there.

General Chu Shu Tsang wants to issue premium bonds, for the industrial development of the north west frontier. He proposes ten issues of a million each, giving half as prizes.

Fengtien authorities complain that Japanese are issuing ammunition at Antung and fomenting riots there. Harbin is in the hands of the Bolsheviks.

Lu Ching Chang as foreign minister is persona non grata to the Japanese. Intrigues to oust him are afoot.

THE "JAPANESE MURDER."

The preliminary enquiry into the charge of murder preferred against the third fireman of the s.s. "Taikoku Maru," who was alleged to have murdered the second fireman, on board the ship, in Hongkong harbour, on the morning of January 24, by stabbing him to the heart with a dagger in the course of a fight, was concluded before Mr. J. R. Wood yesterday afternoon.

The No. 1 fireman of the "Taikoku Maru" having completed his evidence, as reported in yesterday's China Mail, several other members of the crew gave corroborative evidence. One of the witnesses said he saw the deceased holding a dagger in his hand. The deceased frequently produced a dagger and threatened his subordinates. The witness saw the deceased lying on the deck, bleeding from his nose and mouth. In the course of the fight, witness heard the deceased shout out to the defendant that he would kill him. He did not see the defendant stab the deceased.

After evidence had been completed, Mr. Wood altered the charge to one of manslaughter, and had it read out to the defendant.

The defendant reserved his defence, and was committed for trial at the forthcoming Criminal Sessions.

Shareholders in the Bank of East Asia held their first yearly ordinary meeting at the registered offices, 2, Queen's Road, Central at 8 p.m. to-morrow.

Spend your Evenings in a "WALLA WALLA" Launch.

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DEATH OF OLD CHINA HAND.

A ROMANTIC LIFE.

The death is announced of Admiral John McClure, who was a Chinese mandarin of the highest class. He was Inspector-General of the Chinese fleet in the Sino-Japanese war when his flagship, the Ting Yuen, was torpedoed.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 9 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS:—
To Macao daily at 9 a.m. (Sundays at 2 p.m.)
From Macao daily 2 p.m. (Sundays at 4 p.m.)

Police Permits to leave the Colony are not required.
Further information may be obtained at the Consular's Office, Hotel Mansions, or from Messrs. T. No. Cox & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK via Panama Canal.

S.S. "ST. ANDREW"

Sailing on or about February 8th.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 23rd.

LLOYD TRIESTINO

S.S. "PILSNA"

BRINDISI, VENICE & TRIESTE

Sailing about end of March.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "PORNO MARU"

Sailing on or about 10th February.

FOR JAVA.

S.S. "RIJUN MARU"

Sailing on or about 20th February.

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Hongkong, April 1, 1911.

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From Kobe. *Omitting call at Shanghai.

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Empress of Asia	April 8	April 26
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Empress of Japan	May 28	June 16
Empress of Asia	June 3	June 21
Monteagle	June 4	June 22
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 28	Aug. 18
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For LONDON AND ROTTERDAM "SWAZI" 18th March.

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CANTON.

ENGINEERS A TRIAL QUE

It is a serious misapprehension of the part in the creation of the public their views as to the economical conditions of our technical are for the most part ignored daily journals and monthly whilst great deference is paid views of men far less competent such matters. In the House of Lords for example, Lord Haldane made the gross misstatement that "we had really thought out the electric question in this country, but led to private enterprise." This inaccuracy will probably be repeated hundreds of daily journals; while the true statement of the case, as given by J. C. Sparks in the presidential address to the Institution of Electrical Engineers in 1915, was put in mildly, exceedingly inadequately reported. No competent authority will deny that had the electricity question been left to enterprise here as Lord Haldane suggests was the case, we should have had splendid systems of electrical power distributed all over the country, and the need for the Electricity Supply Bill now under discussion would never have arisen, and the nation, would have been richer by scores of millions per annum.

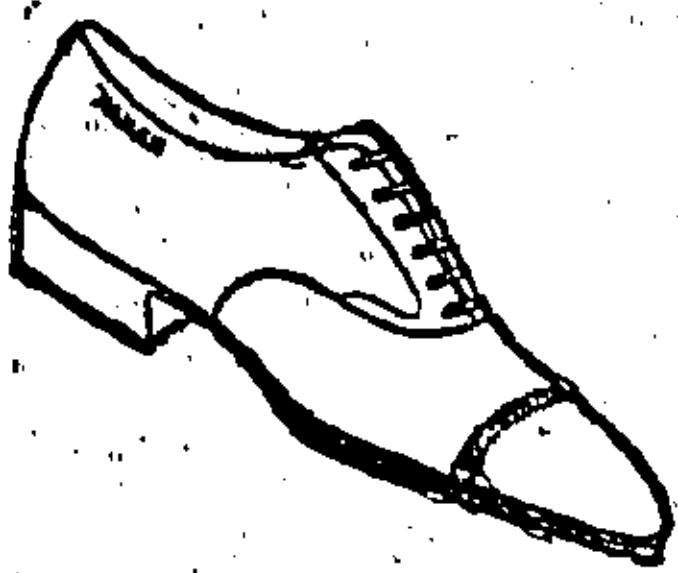
It is to be feared that the interesting and thoughtful address of Lord Weir to the Institution of Marine Engineers, delivered on December 2 last, is little more likely to attract the attention of the daily press than did the pronouncement of Mr. Sparks four years ago. In this address Lord Weir brought the special experience of the engineer to bear upon a number of important industrial questions now pending. The engineer and the "Fabian" approach such questions as the nationalisation of an industry from opposite standpoints. The Fabian asks—What is plausible, not what does experience show to have happened in the past.

A characteristic instance of this unsound attitude of mind was quoted by Lord Weir from Mr. Sidney Webb's evidence given before the Coal Commission, evidence which it may be added, would probably never have been tendered had not the witness been well assured that he was safe from effective cross-examination. The quotation is—

"If the miners are assured that improved processes would deprive no man of regular employment at the standard rate it is difficult not to believe that a Government Coal Department could in a few years revolutionise the processes of the backward half of the collieries." Lord Weir pointed out that Mr. Sidney Webb would thus control the rate and extent of the application of new processes by the state of employment. If, for example, a new system of transmitting energy particularly applicable to coal cutting were devised, making the present output possible with half the number of men, then, as Lord Weir points out on Mr. Webb's thesis, the new process should be banned. There is, however, another objection perhaps still more fundamental to the doctrine criticised. It will be seen that Mr. Webb was extremely careful in the phraseology. No doubt it is possible to conceive that a Government Department could revolutionise the industry by the adoption of improved processes. But the scientific engineer is not concerned with what is conceivable but with what is probable. Is there, in fact, any reason for believing, in view of the past record of Government Departments, that the benefits in question would be actually realised. An eminent American engineer has stated that until the telegraphs were taken over by the Crown, three-fourths of the improvements effected in telegraphy originated in this country. Subsequently the improvements were adopted were almost wholly imported, as the Government control had the effect of closing completely one field for creative thought.—Engineering.

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P. & O.

LORD INCHCAPE'S SPEECH.

The 70th ordinary general meeting of the Peninsular & Oriental Steam Navigation Co., Ltd., was held on December 10, the Right Hon. Lord Inchcape, G.C.M.G., K.C.S.I., K.C.I.E. (the chairman), presiding.

The Chairman, who on rising was received with applause, after referring to the powers recently obtained by the board to issue deferred stock in lieu of dividend or bonus, and to the proposed distribution of deferred stock to the amount of £200,000, remarked that although the deferred stock had risen during the year in the market the only concern of the directors was to build up their resources against a possible period of bad trade, liberally to interpret their obligations in the carriage of mails, cargo, and passengers, to deal generously with their employees, ashore and afloat, and to give stockholders a reasonable return on their capital. Although the company now controlled 427 steamers, whose tonnage exceeded 2,250,000 tons gross and whose operations were world wide, the personnel of the associated companies had remained practically undisturbed, by co-ordination, were endeavouring to reduce or, at least, to minimize working costs.

THE BURDEN OF CONTROL.

While shipping was one of the most uncertain industries in the world, the P. & O. and associated companies had for years husbanded their resources, and, without committing himself, he saw nothing to prevent their laying a fairly acceptable statement before the stockholders a year hence. Government requisition, partial from September, 1914, to March, 1917, and complete after that date, was a war measure which could not possibly have gone on indefinitely. The working of the ships by owners for the profit of the Government had been a gigantic undertaking involving, among other labours, extremely heavy accounting work and the payment over to the Government by the P. & O. and its associates of very large sums. If there had been any profiteering in freight rates and passengers' fares, shipowners were not the culprits. Under Government control these rates and fares had been advanced by from 19 to 85 per cent.; freed from control last spring they came down materially. Twenty-six of the P. & O. or British India steamers were still in Government service, including 10 of the best ships of the P. & O. fleet. To be deprived of those vessels was a great handicap, and they would be glad to have them again engaged in the work for which they were designed.

INCREASED COST OF WORKING.

It would be long before rates of freight and passage resumed their pre-war basis; all costs of working steamers had increased enormously; they were bound to submit to economic laws; and if ships could not earn their disbursements, they must be laid up. Steamers now cost between two and three times what they did before the war, and insurance, depreciation, and interest had to be provided on the increased values. Foreign competitors, free of requisition, war taxation, or excess profits duty, had made enormous profits, but British shipowners, who had philosophically borne their share of the burden of the war, could remember with pride the words of the Prime Minister: "that without the British Mercantile Marine we should, as a nation, have collapsed in February, 1915." The P. & O. and associated companies had lost by enemy action 94 ships of 548,530 tons gross, besides old ships sold and losses by marine risk, but by means of ships built, purchased, or building—169 vessels of 1,108,298 tons gross—these losses had been more than replaced. Two fine P. & O. mail steamers—the "Naldora" and "Narkunda"—contracted for before the war, but held up by Government requirements—would be delivered, the one in January the other a few weeks later; four other large mail steamers were building or projected; the surviving steamers of the Morca class were being reconditioned, and he hoped in a short time to see the mail services to the East, the Far East, and Australia restored to the normal regularity. The commanding by Government of passenger space

in the companies' "free" ships for the repatriation of troops was, happily, coming to an end. In their ships remained in Government service the accommodation allotted for the company's passengers was not what they were accustomed to get. Passengers complained, but the responsibility did not rest with the P. & O. Company. The P. & O. express train to Marseilles had been re-established, and he hoped in the new year that facilities would be available for their West end clients at the company's new offices in Cockspur Street.

PURCHASE OF GOVERNMENT STEAMERS.

In the early part of the year, his Lordship continued, he had, with considerable repatriation, contracted with the Government to take over, entirely on his own account, 77 steamers then under construction for the Ministry of Shipping; a second contract involved a further 79 steamers; a third contract other 40 steamers. These 196 steamers totalled 1,400,609 tons gross, and their distribution among British owners involved about £33,000,000 sterling. These transactions, which went through in a most agreeable way, were undertaken, not in the interests of the British mercantile marine alone, but of the whole mercantile community and so that the Government might be relieved of shipping business. They were concluded without loss to anybody, and with no profit to himself or his companies, which got their fair share of the tonnage, but no more. If the Government had been obliged to run these ships on its own account, it would have spent disaster all round.

NATIONALIZATION OF SHIPPING.

When he said a year or two ago that the nationalization of shipping would involve their retiring from business after selling their ships to others he had in mind not Germany, as had been ridiculously suggested, but America. If British shipowners had now to compete with the American Shipping Board, which meant the resources of the American Government, his companies might yet be forced into that position. He had, on Monday night, heard the American Ambassador, in a most eloquent speech, say that he hoped the present cordial relations between Great Britain and the United States would continue for ever. If the United States Government would turn its ships over to private owners, and leave those owners to compete with private enterprise in this country, he would not be afraid; but if the American people were to be taxed to build up a mercantile marine at all costs, the outlook for the industry in these islands was anything but rosy. Another competitor had come on the scene. Encouraged by war time profits, freedom from requisition, excess duty, or any other taxation, the Commonwealth Government of Australia had now embarked on shipowning as a competitor with private undertakings. The British lines to Australia had built up a fine service of steamers, and had maintained friendly relations with shippers for 40 years. It was hard that the Australian Government should now step in, with the resources of the Australian people behind them. Merchants disliked the move; they realized that the Commonwealth Government might not stop at shipping; that they might enter other spheres of industrial activity, and, by a direct attack on individualism, involve the whole commercial community in serious dislocation and loss. The Prime Minister of the Commonwealth, whom he believed to be actuated by the highest motives, would be well advised to leave the business of his country to those who were in commerce, and to allow his people to work out their own commercial salvation. Sir Joseph Cook, one of Mr. Hughes's colleagues, had recently said that governments must never get in front of the enterprise of the business man, nor stifle his individuality and resource; that a government's place was behind the business man as a buttress, a strength, a stay, a limitation and a support; and that only so could Australia, as a nation, hope to face the great tasks ahead. Mr. Hughes could now dispose of the Commonwealth ships at much more than he had paid for them; let him follow the example of the British Government; let him leave commerce and industry to individual initiative, and so adopt the course which had made the British Empire what it was.

THE ANTI-DUMPING BILL.

He had, he continued, read the Anti-Dumping Bill carefully and with growing consternation. If we wanted a short legislative cut to commercial suicide or an object lesson in the chaos in which the measure would involve the international trade of this country no more effective measure could be devised. The Government had heard what business men thought about it, and had postponed its consideration, never, he hoped, to resume it. At Manchester the other day the Prime Minister declined to say whether or not he liked the Bill, and there was only one inference to be drawn from this. Any measure which sought to rivet on British industry the abomination of Government control, with its paraphernalia of licences, certificates, affidavits, appeals, argument with Government clerks, and all the worry and delay of justifying every transaction in which business men might be engaged would be fought unitedly by the entire commercial community.

LIMITATION OF COAL PROFITS.

Although only interested in coal as a consumer, he could tell them that the cost of bunker coal in London before the war, when prices were governed by free competition, was 23s. a ton; under Government control it cost to-day 10s. He had read the pamphlet of the Mining Association on the proposal to limit the profit on coal to 1s. 2d. a ton, and he agreed with the association that the principle of Parliament arbitrarily limiting the profits of an industry was altogether economically unsound; that it would discourage enterprise and prevent the inflow of the capital necessary to industry. If coal mining profits were to be limited what of other individual profits? What of the farmer, the soap boiler, the cotton-spinner, the brewer, the distiller? What of the banking and financial houses, the stock and money brokers? What about the oil companies—the Anglo-Persian Co., which promises a profit of 100 per cent. for the present year, on the board of which he had the honour to represent His Majesty's Government, which holds two-thirds of the ordinary capital? What about the pitman of £1 a week who, by his pushing personality, his brains, and capacity had become general secretary of his union, with a comfortable income? He, himself, had started life with a patrimony of £2,000; after 50 years of moderately hard work he found himself with what some people would call a fortune. If the incentive to work, thrift and development were to be removed, let them limit the profits, not only of the coal industry, but of every other industry and profession.

TAXATION OF WAR PROFITS.

A committee had been appointed to consider the possibility of making a levy on profits made during the war. They had an interesting task. While the country was at war with Germany not all the commercial classes were out for getting all they might have got; in thousands of cases they made sacrifices of money and time to help the country; in some cases selflessness alone ruled. The excess-profits duty—a great help to the Exchequer for the time being—was radically wrong; it led to indifference and extravagance; it stood now at 40 per cent., but we should never get back to a sound position until it was entirely abolished. He could not question that the committee would pronounce the proposals impracticable, unjust, and impolitic. Profits made during the war had gone to swell the country's capital account, to create more national wealth, to build more ships, to develop industry.

PERSONAL INCENTIVE.

In order to conceive how futile would be any attempt to nationalize the industries of the country, or to control them by national councils, he asked them to consider the wheeled traffic of London, with its manifold evidences of individual initiative, wending its orderly way through the narrow streets; to reflect how impossible it would be to bring all this human activity under bureaucratic control. Those who advocated the idea failed to realize that the millions of this country, hurrying, with personal incentive about their daily avocations, were at the same time working for the Crown and for the national exchequer. He was, he said, perfectly satisfied that the Government were anxious to free the industrial community, and that no man was more desirous of abolishing control than the Prime Minister himself. Their difficulty was fear of "higher prices and trouble to follow; but higher prices caused increased supplies and increased supplies meant lower prices. He would suggest that they should remember the example of the de-control of shipping; that they should take the plunge, and leave things to the operation of the economic law of supply and demand. Every penny of insurance money received by the company or its allies, would go, into new tonnage. Ships delivered had been paid for; surplus balances were invested in Government securities; the loss on which must be debited to the account of patriotism. They had acquired during the year an interest of something more than half its shares in the Orient Co., and while that company would continue to be worked as a separate organization, the linking-up of arrangements for repairs and other matters should prove of mutual advantage. After a visit which he paid to the Eastern Mediterranean in the spring they had acquired also the bulk of the shares of the

INCITEMENTS TO NEGROES.

SEDITIONARY PROPAGANDA IN WEST INDIES.

Some of the British West Indian Islands have recently been flooded with literature printed in the United States, which is of a seditious nature and calculated to stir up race troubles. It is printed "in the interests of negroes."

The postal authorities in more than one island have prevented the distribution of issues of such publications. In British Guiana a law has been passed by the Court of Policy making the importation, sale, or distribution of newspapers, books, or documents tending to create or arouse any seditious tendency a crime; the measure gives the Governor power to prohibit the importation of such literature; power is also given the Governor to order officers to search for seditious matter, while the Postmaster-General is authorized to detain in course of transmission by post any suspected newspaper, book, or document. The penalty for offences against this law is imprisonment for life, or a shorter term as the judge may think fit, or a fine not exceeding £2,000, or both fine and imprisonment.

A law on similar lines is to be introduced in the Trinidad Legislature. It is certain that legislation will also be adopted in Jamaica and other colonies to meet the situation. In an article printed in *The Times* of October 15 a Washington Correspondent drew attention to the organized agitation carried on by "the National Association for the Advancement of the Coloured People"—an association with many white members—and by a number of purely coloured organizations, whose programme is to awaken class consciousness among the negroes in America and in Africa, and to knit together all the coloured races of the world. Many of these associations are run by young coloured Socialists, and, in the United States, threats of a race rising have been uttered "if the whites did not mend their ways."

Khedivial Mail Steamship Co. That company lost a number of ships by enemy action, but its large cash resources were being used to bring the fleet up to date. The Khedivial Co. owned valuable wharfage property, workshops, and a good dry-dock in Egypt, and, with up to date management, possessed considerable potentialities in both cargo and passenger traffic, aided by transhipment facilities with the P. & O. and British India Companies at Port Said. The company's investments, stood well under market prices, and the value of the shares in their allied companies remained at the figure at which they were acquired. In this they were fairly safe, as the companies were perfectly sound and their distributions had been on a conservative basis. Their own ships had been all well written down.

OIL FUEL. In view of their conviction that adequate supplies of oil would in the near future be possible the world over, they had decided on its gradual substitution for coal. The difficulty of driving large ships at high speed by internal combustion engines had not been surmounted, but they would be able to raise steam for the reciprocating or turbine engine at a cost no greater than that of coal and with less human labour; stoking would be abolished and the conditions of life below deck improved. Delays for refuelling would be reduced, and the comfort on board ships, to passengers, as well as crews, increased. "The Insurance Fund."—This fund, from premiums received from their carrying during some years of the marine risks of the allied companies, added to certain provisions from the past which were now now required, amounted on September 30, after payment of claims, to £2,000,000—none too large a sum in view of the liability at stake. Referring to national expenditure, he said it ought to be much reduced in the coming financial year. With a national debt of about £8,000,000,000 costing, with sinking fund charges for war pensions, about £550,000,000 a year—an obligation which must be met if we were to maintain our credit—we ought, as soon as we had got rid of war capital outlay, to limit our expenditure to our revenue, to levy taxation to meet current outgoings, and not to launch out into fresh uneconomic expenditure, and go on adding to our debt. During the year they, with their associated companies, including steamers building, had added to the united fleets 104 ships of a gross tonnage of 778,281 tons. They had met the obligations of the mail contract to the best of their ability; for five years before the war, the company had had 260 mail sailings in each direction between London and Bombay. During the five years ended July 31, 1919, there had been 211 outward and 220 homeward Indian mail sailings; and throughout the war they had never sent an Indian mail, either outwards or homewards, round the Cape. It spoke volumes for the navy as well as those in charge of the ships. The report was carried unanimously.

HONGKONG'S ECONOMIC RESOURCES.

WHAT HINDERS DEVELOPMENT.

PROSPECTING AND MINING RIGHTS SAT ON.

Hongkong's economic resources are to be enquired into by a special commission appointed by the Governor. Just how it will proceed is a matter still to be decided but it may be taken for granted that no questions will be asked as to why these economic resources which the Commission will unearth have not been developed before. The New Territory is the only part of the Colony to be naturally and logically associated with development. That is the land which has been held out to us as flowing with milk and honey. It has inspired visions of a new Hongkong, possessing its own iron and coal supplies, for enlarged engineering works. Its potentialities are, no doubt, to be enquired into. At present they are unknown. Why? These territories were leased to Great Britain in 1898. Why have its resources not been enquired into before this? The answer can easily be supplied and at the same time one of the Commission's greatest stumbling blocks may be revealed. Development in the territories can only mean the exploitation of its mineral wealth, which the inhabitants of the Colony have always been led to believe exist, but which have never been proved a reality to any great extent. That fact must be borne in mind. Very little has been proved. At present mining consists of a moribund lead mine owned by the China Mining and Smelting Company and managed by Messrs. Shewan, Tomes. In fairly close proximity is an iron mine—and at the entrance of Sir Paul Chater's office is a brass plate bearing the words "Hongkong Iron Mining Company." He apparently owns both the mine and the plate. Let it be stated here in common justice—and that is one of the watchwords of the *China Mail*—that to work this mine properly and effectively would require a big outlay as its position and transport facilities are not of the best. The mine has not been worked, it is understood, for some time. The only other mining operation to be recalled is the lead mine on Lantau which has been worked out. Lead was found there but it soon gave out although the discovery of the fact that it yielded 127 ozs. of silver a ton induced the spending of considerable sums of money on it. Wolfram is still being found; but that will be dealt with later. It will thus be seen, if the above information is correct, that the mining industry in the New Territories is practically at a standstill. Now what about those economic resources that are to be developed? There are two pertinent questions to be asked regarding them.

First, what scientific prospecting has been carried on in the past few years? Second, who owns the prospecting rights of practically the whole of the New Territory with the exception of the Kowloon flats? The answer to the first question is "none." The answer to the second is "Sir Paul Chater." For the purposes of prospecting the New Territories have been divided up into sections and the licence to work any of these is \$500 for six months. After the licence fee has been paid the licence holder may either carry out some work or sit tight and wait. This latter process is the one, it is alleged, that has been most followed. No real prospecting has been carried out; all that is done is natives bringing in samples of minerals they have accidentally discovered. Is that the prospecting intended by the licence? It is not even scratching the surface. The main fact, however, is the very obvious one that with the licences now in force no one else can study the possibilities of the New Territories. That is why development has been delayed.

And what is the remedy? In the first place it seems that the mining laws of the Colony should be revised. At present a man may sit tight. The law should make it compulsory to do some work, the same as the undertaking that has to be given with regard to building land. Then a Mining Inspector should be appointed to keep an eye on things. A prospector should either work on the ground or be made to make room for someone else. Wolfram was mentioned above and that mineral can be made the subject of a little parable. In the days of the Great War wolfram was in great demand owing to its use in the process of hardening steel. Their stocks getting low, the authorities in England decreed that British subjects could not export wolfram to any other country than Great Britain. At that time much wolfram came down from the Kwangtung province for export, but it didn't all go to Great Britain. An American also came to the Colony and being unrestricted in his business obtained financial backing and sent much wolfram to his native land, to the great profit of those concerned with him. Where the mineral eventually went to can only be surmised—but his financial backers were called patriotic. In conclusion the Economic Commission should first of all enquire into obstructions to the development of resources. If these are removed, there will be at least a chance. At present there is none.

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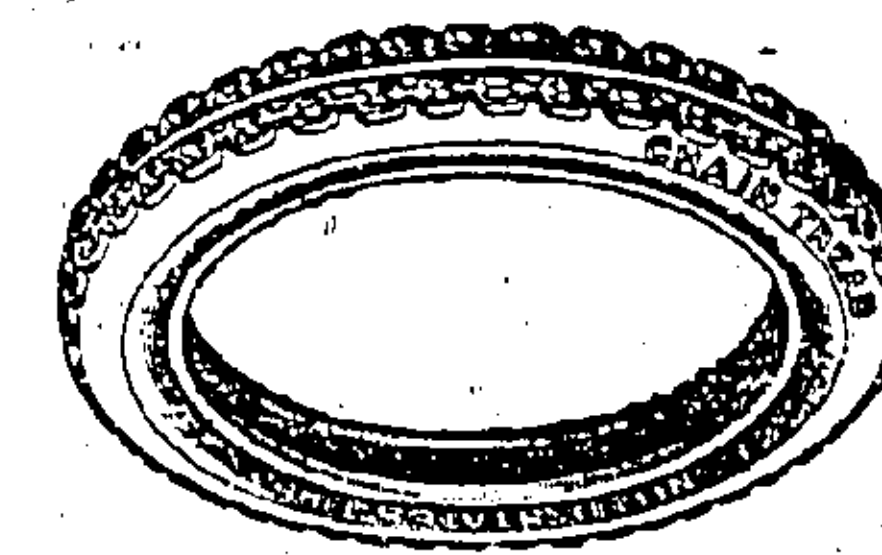
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On account of recent large arrivals at favourable exchange we are able to offer the well-known U.S. CHAIN TYRES at great reduced rates from 1st February as follows:—

TYRES	TUBES	TYRES	TUBES
E.K. 8	E.K. 8	E.K. 8	E.K. 8
28 x 3	22.10	34 x 4	74.30
30 x 3	24.25	35 x 4	60.00
30 x 3 1/2	31.50	35 x 4 1/2	75.50
31 x 4	49.70	36 x 4 1/2	76.80
32 x 3 1/2	38.40	765 x 105	47.35
32 x 4	50.60	8 x 5 x 105	49.45
33 x 4	53.20	880 x 120	66.00
34 x 4	64.40		17.15

Subject to change without notice.

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QUEEN'S ROAD CENTRAL.
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A consignment of choice SPRING HATS is now on view at

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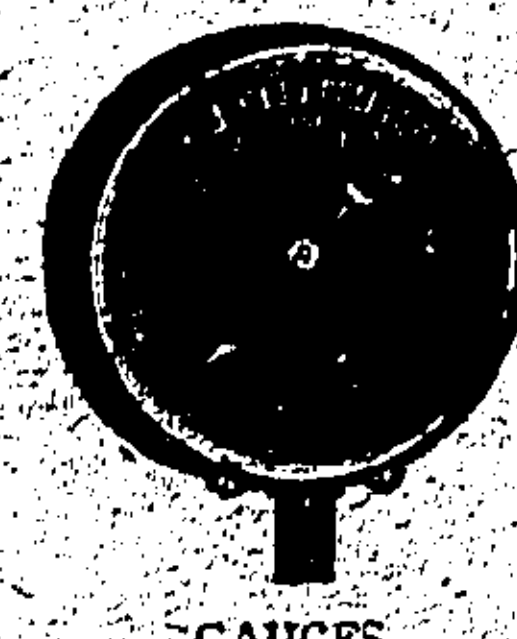
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Find out your piston troubles by using one of these testers.



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Pressure gauges for all purposes.

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MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

JANUARY 20, 1920.

Butcher Meat.

Beef, Shorthorn, -Mal Long Pa...	19
Prime Cut...	20
Corned, -Ham Ngau Yuk...	20
Roast, -Shiu...	20
Breast, -Ngau Nam...	18
Soup, -Tong Yut...	16
Shank, -Ngau Yok Pa...	19
Shank, -Ngau Lan...	28
Sausages, -Ngau Cheung...	26
Ballack's Brains, -Ngau No per set	10
Tongue, fresh, -Ngau Li each	60
Tongue, corned, -Ham Ngau Li	each 60 cents
Head, -Ngau Tau...	each 1.00
Heart, -Ngau Sam...	13
Hump, Salt, -Ngau Kiu...	20
Feet, -Ngau Kiu...	each 10
Kidneys, -Ngau Yiu...	10
Liver, -Ngau Kiu...	13
Tripe (unwashed), -Ngau To lb.	6

Poultry.

Chicken, -Kai Tai...	38
Capon, Small, -Sin Kai...	30
Capon, Large, -Sin Kai...	32
Duck, -Ap...	24
Dove, -Pau Kiu...	18
Eggs, Hen, -Kai Tai (cooking) per doz.	51
Eggs, Hen, -Kai Tai (fresh) per doz.	53
Fowls, Canton, -Kai...	38
Fowls, Hainan, -Hoi Nam Kai...	30
Geese, -Ngo...	24
Pigeons, Canton, -Pak Kap...	each 40
Holbro, -Hoi Nam Pak Kap...	each 30
Turkeys, Cock, -Fo Kai Kung lb.	70
Turkeys, Hen, -Fo Kai Na...	60
Snipe, -Sha Tau...	each 24
Pheasant, -Shan Kai...	1.10
Quail, -Om Chun...	15
Partridges, -Che Ka...	60

Fruits.

Almonds, -Hang Yan...	lb. 45
Apples, (California), -Kam Shan	Ping Ko 22
Bananas, (bride's), -Macao, -San	Huang Chiu 4
Carambola, -Young To...	each 19
Cocconuts, -Ye Tao...	each 19
Lemons, China, -King Mung...	lb. 6
Lemons, (America), -Kam Shan	Ling Mung each 6
Lichees, Dried, (small stone), -	Lai Chi Kon lb. 1.20
Oranges, (Canton), Sweet,	Shan-sheng Tin Chang lb. 9
Oranges, Tim Chang...	12
Pears, (Canton), Cooking, -Sha Li...	14
Peanuts, -Pa Shang...	12
Persimmons, Large, -Hung Tse...	12
Plantain, -Tai Chiu...	3
Pineapple, -Tiao Lo Yau...	each 12
Walnuts, -Hop To...	lb. 16
Grapes, -Po Tai Tai...	16

Vegetables, &c.

Artichokes, -Ah Chi Ching...	each 8
Beans, Sprout, -Nga Tso...	lb. 5
Leung, -Tau Kok...	13
Beet Root, -Hung Tsoi Tau...	2 each
Bitter Squash, -Fu Kwa...	5
Brinjals, Green, -Ching Yau Kwa...	5
Red, -Hung Kwa...	5
Cabbage Chinese, (common), -	Kai Tai 4
(Shanghai) -Ye Tai...	8
Cans Shoo, bunch, -Kam Shan...	19
Onion (Large), -Ye Tai Pa each	13
(Medium)	13
(Small)	10
Carrots, -Kam Shan...	lb. 6
Celery Chinese, -Tong Kan Tai...	6
Chillies, Dried, -Hon Lat Chiu...	30
Red, -Hung Pa Chiu...	15
Green, -Ching Lat Chiu...	15
Curry Stalk, English, -Ka Li Cho Lin	lb. 10
Cucumbers, -Ching Kwa...	each 3
Garlic, -San Tau...	lb. 8
Ginger, young, -Sun Tse Kung...	6
Ginger, old, -Lo Kung...	6
Horseradish, Shanghai, -Luk Kai...	15
Indian Corn, -Shuk Mai...	each 8
Lettuces, -Young Shang Tsoi...	lb. 8
Water Chestnuts, -Ma Tai...	lb. 6
Mandarin, -Kwai...	8
Lam Ma Tai...	8
Mushrooms, Fresh, -Shang Tao Kai lb.	10
Okra...	lb. 10
Onions, Bombay, -Young Chung Tau lb.	14
Onions, Green, -Shang Chung lb.	5
Onions, Shanghai, -Sheng-hoi	Chung Tau 10
Parsley, -Kun Tai...	10
Potato, Sweet, -Fan Shu...	3
Japanese, -Tai Fan Shu Tai lb.	10
American, -Pa Ki Shu Tai lb.	10
Pumpkin, -Tung Kwa...	lb. 4
Radish, -Hung Lo Pak Tai...	5
Rhubarb (Fresh), -Tai Wong...	5
Shallots, -Kong Chung Tau...	5
Spinach, -Yin Tse...	4
Tomatoes, -Fan Ke...	6
Taro, -Wa Tse...	6
Turnip, Funt, -Lo Pak...	4
Vegetable Marrow, -Tat Kwa...	5
Water Cress, -Sai Young Tsoi...	8
Lily root, -Lin Ngau...	5
Yams, -Li Shu...	5

Fish.

Barbel, -Ka Yu...	lb. 32
Bream, -Pin Yu...	24
Canton Fresh Water Fish, -	Hoi Shu Yu 22
Carp, -Li Yu...	20
Outfish, -Chik Yu...	24
Outfish, -Mun Yu...	24
Orabi, -Hui...	26
Outfish, -Mun Yu...	26
Shark, -Sha Mang Yu...	32
Dace, -Wong Mai Lap...	13
Dog Fish, -Wai To Sha...	14
Kel, -Onger, -Hoi Man...	22
Fresh water, -Tam Shui Yu...	22
Yellow, -Wong Shu...	26
Frog, -Tio Kai...	56
Gars, -Shak Pan...	45
Gudgeon, -Pak Kap Yu...	13
Herring, -Tao Pak...	16
Halibut, -Cheung Kwai Kung...	16
Labrus, -Wong Fa Yu...	20
Loach, -Wu Yu...	22
Lobsters, -Lung Ha...	34
Mackerel, -Chi Yu...	18
Monk Fish, -Mong Yu...	34
Mullet, -Tao Yu...	20
Oysters, -Shang Ho...	28
Parrot Fish, -Kai Kung Yu...	16
Perch, -Tau Lo...	22
Pike, -Pa Pan Fong...	14
Plaice, -Pan Yu...	28
Pomfret, Black, -Hak Chong...	34
Pomfret, White, -Pak Chong...	38
Ray, -Pa Pa Shu...	14
Rock Fish, -Shak Kiu Kung...	26
Roach, -Chan Yu...	22
Salmon, -Ma Yu...	45
Shark, -Sha Yu...	10
Skate, -Pa Yu...	12
Shrimp, -Ha Yu...	28
Sole, -Tao Yu...	22
Tench, -Wan Yu...	22
Turbot, -Tao Hui Yu...	24
Turtles, small, fresh water, -	Kenk Yu 28

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. <i>Shinyo Maru</i> (Bomley Line) left Bombay for this port direct on the 18th Jan. and is expected here on the 6th Feb.	The C.P.O.S. Co's R.M.S. <i>Montague</i> left Bombay for this port on Jan. 27 and is due at Vancouver on Feb. 10.
The N.Y.K. s.s. <i>Tajima Maru</i> (European Line) left Singapore for this port on the 2nd Feb. and is expected here on the 8th Feb.	The C.P.O.S. Co's R.M.S. <i>Empress of Russia</i> arrived at Yokohama on 3rd February a.m. left there 3rd Feb. p.m. due at Kobe on 4th Feb. due at Hongkong Monday, Feb. 16.
The Admiral Line's s.s. <i>Iconium</i> (from Seattle) sailed from Shanghai on the morning of the 5th inst. and will arrive at Hongkong Sunday morning Feb. 8.	The N.Y.K. s.s. <i>Kaga Maru</i> (European Line) left London for this port via the Suez Canal on the 10th Jan. and is expected here on the 18th Feb.
The N.Y.K. s.s. <i>Kamo Maru</i> (European Line) left Kobe for this port via Moji and Shanghai on the 21st Jan. and is expected here on the 9th Feb.	The N.Y.K. s.s. <i>Yakura Maru</i> (European Line) left London for this port via the Suez Canal on the 28th Jan. and is expected here on the 11th March.
The C.P.O.S. Co's R.M.S. <i>Empress of Asia</i> arrived at Yokohama on 20th Jan. left there Jan. 31 and is due at Vancouver Feb. 9.	
The P. & O. s.s. <i>Tokala</i> left Singapore for this port on the 2nd inst. and is due here on the 9th inst.	

"WALLA WALLA" MOTOR boats are built for your service.

NOTICES.

JOHN TULLIS & SON LIMITED-GLASGOW.

LEATHER BELTING, ROUGH LEATHER, HAIR BELTING, DRESSED LEATHER, COTTON BELTING, CHROME LEATHER, COPPER RIVETED DELIVERY ROSE, WOVEN CANVAS ROSE, DECK ROSE, Etc. Etc. Etc.

ORIGINAL INVENTORS OF COTTON BELTING & MACHINERY FOR ITS MANUFACTURE

AGENTS: ARNHOLD BROTHERS & Co., Ltd. 1A, Chater Road. Phone 1590.

POST OFFICE.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

The insured parcel post service to the province of Szechuen is suspended until further notice.

An agreement has been entered into between the Post Office of China and Hongkong for an exchange of insured letters. The medium of insurance is the Franco Currency and the maximum amount for which a letter may be insured is 3000 francs.

A telegram has been received from the G.P.O. London stating that there are no restrictions on the importation of sugar by parcel post into the United Kingdom and that no parcels of sugar recently sent from Hongkong have been confiscated.

Attention is again directed to the necessity for more adequate packing of parcels addressed to United Kingdom. All parcels insured and ordinary, to and from United Kingdom are now forwarded in bags and very careful packing is necessary to ensure safe transmission.

A direct exchange of Money Orders with the Republic of China has come into operation since the 1st January 1920.

The Money Order Service with the Philippine Islands has been resumed since the 1st Jan. 1920.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abbas, Alwas or Mohammed in the Persian Gulf may exceed eight ounces in weight.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

In the case of Mails closing before 9 a.m. Registration closes at 8 o'clock on the previous evening.

INWARD MAILS.

FRIDAY, February 6.
Bombay—Per TOTOMI MARU.
Bombay—Per SHINYO MARU.
SUNDAY, February 8.
Straits—Per KAMO MARU.
MONDAY, February 9.
Japan & Shanghai—Per KAMO MARU.
Straits—Per TAKADA.
Straits—Per SUNYING.
Europe—Per KASHMIR MARU.

OUTWARD MAILS.

SATURDAY, February 7.
Swatow—Per FUJITSANG, 8 a.m.
Macao—Per SUI TAI, 1.15 p.m.
Hohow—Per TAI SZE MA, 3 p.m.
Amoy, Shanghai and North China—Per TAI KIN, 2 p.m.
Swatow, "Shanghai" and "North China"—Per KAI HO MARU, 9 a.m.
Macao—Per CHUN CHOW, 4.15 p.m.

SUNDAY, February 8.
Macao—Per SUI AN, 8.15 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAI HO MARU, 9 a.m.
Shanghai and North China—Per YINGCHOW, 3 p.m.

MONDAY, February 9.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per AGAPENOR, Registration, 12.45 a.m. Letters 1.30 p.m.

The Parcel Mail will be closed on Saturday, Feb. 7, at 6 p.m.

TUESDAY, February 10.
Shanghai and North China—Per ICHANG, 10 a.m.

CRICKET.

H.K.C.C. v. KOWLOON.

The following will represent the Club against Kowloon (League fixture) next Saturday 7th inst. on the Club ground—D. E. Donnelly (capt.) C. Blaker, R. A. Brand, A. Brand, A. Burrie, E. W. Day, P. Jacks, M. M. Masas, A. K. Mackenzie, F. J. R. Mitchell and A. B. Raworth.

C.C.C. v. ARMY STAFF.

A League fixture is to be played tomorrow on the C.C.C. ground commencing at 2.15 p.m.
The following is the C.C.C. Team:—L. E. Lammert, F. G. Thompson, J. Kennedy, S. Jex, W. Hall, A. Omar, M. Abbas, Y. Abbas, M. Pinna, H. W. Ramsey and R. Baza.

I.R.C. v. CIVIL SERVICE C.C.

The following will represent the I.R.C. in a friendly match against the C.C.C. on the former's ground on Saturday at 2.15 p.m.—D. Rumjahn, G. C. Earle, S. H. Ismail, A. D. Ismail, S. A. Ismail, A. L. Andree, A. A. Rumjahn, M. B. Sufiad, S. M. Mossa, D. O. de Silva and E. Haroon.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES—Per KAMO MARU, Registration, 8.45 a.m. Letters 10.30 a.m.
Swatow, Amoy and Fochow—Per HAI HONG, Noon.
Philippine Islands—Per TAMING, 3 p.m.
THURSDAY, February 12.
Shanghai and North China—Per SUNNING, 11 a.m.
FRIDAY, February 13.
Swatow, Amoy and Fochow—Per HAI CHING, Noon.
SATURDAY, February 14.
Shanghai and North China—Per CHENAN, 5 p.m.

WEDNESDAY, February 13.
Philippine Islands, Australia, and New Zealand via THURSDAY ISLAND—Per AKI MARU, Registration, 8.45 a.m. Letters 9.30 a.m.
THURSDAY, February 19.
Shanghai North China and Japan via Kobe—Per KAGA MARU, 10 a.m.

FRIDAY, February 20.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES—Per IYO MARU, Registration, 8.45 a.m. Letters 10.30 a.m.

SATURDAY, February 21.
Japan via Nagasaki—Per TANGO MARU, 10 a.m.

SUNDAY, February 22.
Philippine Islands, "Shanghai," North China, "Japan" via Nagasaki, Canada, United States, Central and South America and EUROPE via VICTORIA, B.O.—Per KASHIMA MARU, 9 a.m.

ENTERTAINMENTS.

THE CORONET
TO-NIGHT, at 5.15, 7.15 & 9.15 p.m.
George Pearson and T. A. Welsh present
Bruce Bairnsfather and Arthur Eliot's
World Renowned play,
"THE BETTER 'OLE."
Usual Prices. Booking at the Theatre.

THE HONGKONG THEATRE.
TO-NIGHT! TO-NIGHT!!
at 5.15, 7.15 & 9.15 p.m.
GEORGE FAWOETT AND MYRTLE STEDMAN IN
"THE MAJESTY OF THE LAW"
A Paramount Feature in Five Parts.
and COMEDIES.
Booking at the Theatre.

THE VICTORIA THEATRE.
TO-NIGHT! TO-NIGHT!!
9.15 p.m.
"MORAL SUICIDE"
THE FILM THAT WILL KEEP YOU THINKING AND TALKING.
MATINEE, at 5.15 p.m.
"INSTINCT."

THE K307 or TEL. K3. 48, Haiphong Road, Kowloon.
THE PALACE MOTOR CAR COMPANY,
KOWLOON.
STUDEBAKER, CADILLAC, BUICK, OVERLAND & HUDSON.
Best Cars for Hire and for Sale at reasonable Rates.
Expert Drivers. Moderate Prices.

SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. PYRENEES, due here Feb. 8 from Europe and sails for Shanghai Feb. 7.
The s.s. KNIGHT COMPANION, due here Feb. 17 from Europe and sails for Japan, Feb. 18.
The s.s. TITAN, due here Feb. 17 from Europe and sails for Tsingtau via Japan, Feb. 18.
The s.s. JASON, due here Feb. 24 from Europe and sails for Shanghai and Japan, Feb. 25.
The s.s. ELLEUS, due here Mar. 4 from Europe and sails for Tsingtau, Shanghai and Japan, Mar. 5.
The s.s. LAICAN, due here Mar. 8 from Europe and sails for Shanghai and Japan, Mar. 9.
The s.s. MENTOR, due here Mar. 15 from Europe and sails for Shanghai and Japan, Mar. 16.
The s.s. KEELEW, due here Mar. 30 from Europe and sails for Tsingtau and Japan, Mar. 31.
The s.s. RHESUS, due here April 1 from Europe and sails for Shanghai and Japan, April 2.
The s.s. TELEMACHUS, due here April 6 from Europe and sails for Shanghai and Japan, April 6.

FROM AMERICA.

The s.s. TYNDAREUS, left Seattle Jan. 18 and is due here via Tsingtau, Yokohama, Kobe and Manila Feb. 23.
The s.s. IXION, leaves Seattle Mar. 8 and is due here via Tsingtau, Yokohama, Kobe and Manila April 14.
The s.s. TYNDAREUS, leaves Manila Feb. 23 and is due here Mar. 2, sailing for Seattle via Kobe and Yokohama Mar. 14.
The s.s. PROTESILAUS, leaves Manila Jan. 31 and is due here Feb. 9, sailing for Seattle via Kobe and Yokohama Feb. 14.

FROM JAPAN.

The s.s. AGAPENOR, left Yokohama Jan. 31 and is due here via Kobe and Shanghai Feb. 6, sailing for London via Singapore Feb. 7.

VERY DRUNK.

Inspector Kent this morning charged an Indian with being drunk and incapable in Wanchai last night. The defendant pleaded "not guilty".
After an Indian constable had deposed to finding the defendant lying on the road, and to removing him to No. 2 Police Station in a ricksha, Inspector Kent said that the defendant was so incapable that he was unable to sit in the ricksha. He was lying partly on the body of the ricksha and partly on the shafts. He had to be carried to the cell. He was brought to the station at about 9 p.m., and about half an hour later, when a friend came to bail him out, witness tried to rouse him, but he (the defendant) was absolutely helpless. He did not recover until 5 a.m., when he was allowed out on bail. Even then he was hardly sober.
The defendant said he was asleep when his friend came to bail him out. He had had some drink, but he was not drunk.
Inspector Kent said that the defendant was in a drunken sleep, and nothing could wake him up. "We tried to knock sense into him, but did not succeed in rousing him."
A fine of \$5 was imposed.

The gala performance at the Coronet Cinema, this morning, featuring "The Better 'Ole" was a great success and His Excellency the Governor, who was accompanied by his A.D.C. expressed great appreciation. The children of the military schools were also present, at the invitation of the management, and evidenced their keen enjoyment by singing and applauding vehemently.

The s.s. LAOMEDON, leaves Yokohama Feb. 7 and is due here via Kobe and Shanghai Feb. 23, sailing for London via Singapore Feb. 24.
The s.s. HYSON, leaves Yokohama Feb. 18 and is due here Mar. 15, sailing for London via Singapore Mar. 16.